AIR TRANSPORT

R CARGO ★ AIR COMMERCE ★ AIR TRAVEL

In This Issue...

How TWA Does It

★

The Dutch Underline Air Freight

★

Opening Profitable New International Markets

★

Aircraft Maintenance and World Commerce

★

Don't Saddle the Helicopter with Airplane Regulation

Vol. 11 No. 1

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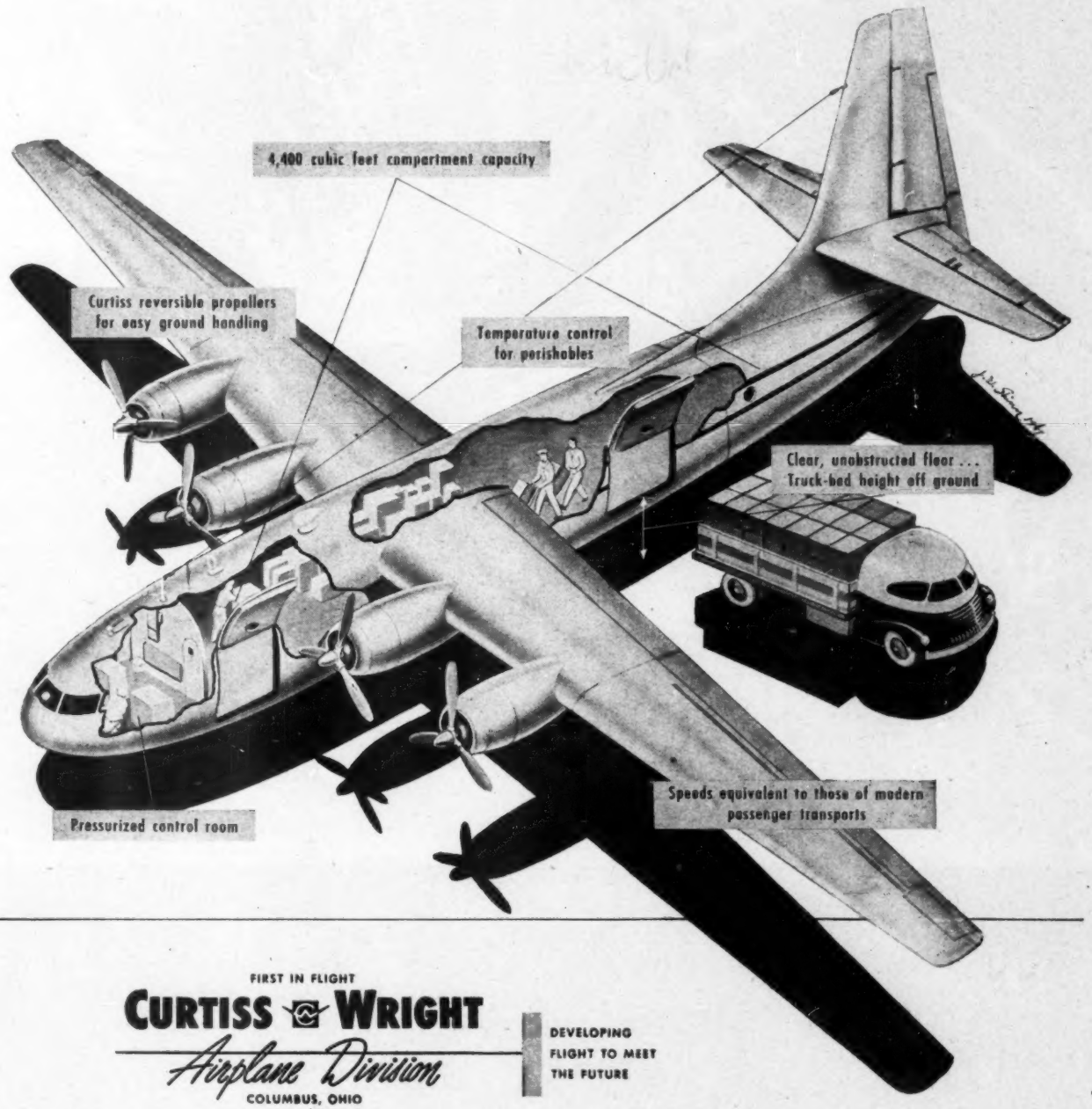
• The CW-32 will transport 12 to 16 tons 1500 miles. 10 to 12 tons 2500 miles. Curtiss reversible propellers put new efficiency into landing and maneuvering to loading platforms, automatic temperature control safeguards all perishable or temperature-sensitive cargo.

• Pilots will like the comfort offered by the CW-32. The control-room is designed with every possible convenience for operating personnel.

• For further information, write Division CA-2, Curtiss-Wright Corporation, Columbus, Ohio.


4,400 cubic feet compartment capacity
Curtiss reversible propellers for easy ground handling
Temperature control for perishables
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Speeds equivalent to those of modern passenger transports
Pressurized control room

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Airplane Division

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SHORT TAKE-OFFS

Jennings Randolph, former member of Congress and presently assistant to the president of Capital Airlines, and **Ned H. Dearborn,** president of the National Safety Council, were the principal speakers at the second anniversary luncheon of the **Airlines Traffic Club of New York** at the Hotel Astor.

A new gas turbine engine laboratory, located at Wood-Ridge, New Jersey plant of the **Wright Aeronautical Corporation,** is being operated by Wright for the Army Air Forces. It is the largest ever operated by private industry for governmental research work. There has been an outlay of $3,500,000 for the laboratory.

The **Glenn L. Martin Company** has put out an interesting booklet, *How to Travel by Air and Gain Time, Time, Time,* prepared by its advertising agency, Van-Sant, Dugdale, Baltimore. This booklet answers numerous questions usually on the tongue of the inexperienced air traveler. For your copy, write: **Special Service Department, AIR TRANSPORTATION, 10 Bridge Street, New York 4, N. Y.**

As part of an intensive research program to gain knowledge needed to improve the safety of future aircraft, the Air Material Command has scheduled a series of water landing experiments with B-17 *Flying Fortresses.* The AAF is awaiting delivery of a radio-controlled bomber by the **Airplane Division of Curtiss-Wright,** which has designed and installed special equipment for the project.

Signing of a contract calling for 10 Boeing YL-15 liaison planes to be manufactured for the AAF at the Wichita plant of the **Boeing Airplane Company** has been announced.

Coinciding with the first commercial round-the-world flight of a Pan American *Constellation,* Mayor William O'Dwyer designated the day as **Air Commerce Day.** In his proclamation he pointed out that New York is the "principal port city of the world for air as well as surface transportation" and said "the continued prosperity and welfare of the people of our city will depend in large part on air commerce in the future."

Socony-Vacuum Oil Company, Inc., has reorganized its aviation department to place greater emphasis on the activities conducted by its field representatives. In preparation for the new alignment, Socony-Vacuum's aviation field organizations have been built and trained to carry out the bulk of the marketing efforts in commercial and private flying. The move, according to **Warren L. Baker,** general manager of the department, is designed to promote closer working relations between the company and its clients on a nation-wide basis.

The world speed record has been returned to the United States for the first time in 24 years with the setting of a new mark by **Colonel Albert Boyd,** who flew a jet-propelled **P-80 Shooting Star** at 623.8 miles an hour. He exceeded by 7.8 miles an hour the world record set last September by Group Captain Edward Mortlock Donaldson in a British Gloster *Meteor IV.* The P-80 is built by **Lockheed.**

AIR TRANSPORTATION
[REG. U. S. PAT. OFF.]

50 CENTS A COPY — $5.00 A YEAR

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THE COVER—The Martin Marketer, cargo version of the Glenn L. Martin 202, which has a payload of 7½ tons. Several of the leading air freight carriers in the country have ordered this cargoplane.

JOHN F. BUDD, *Editor and Publisher*

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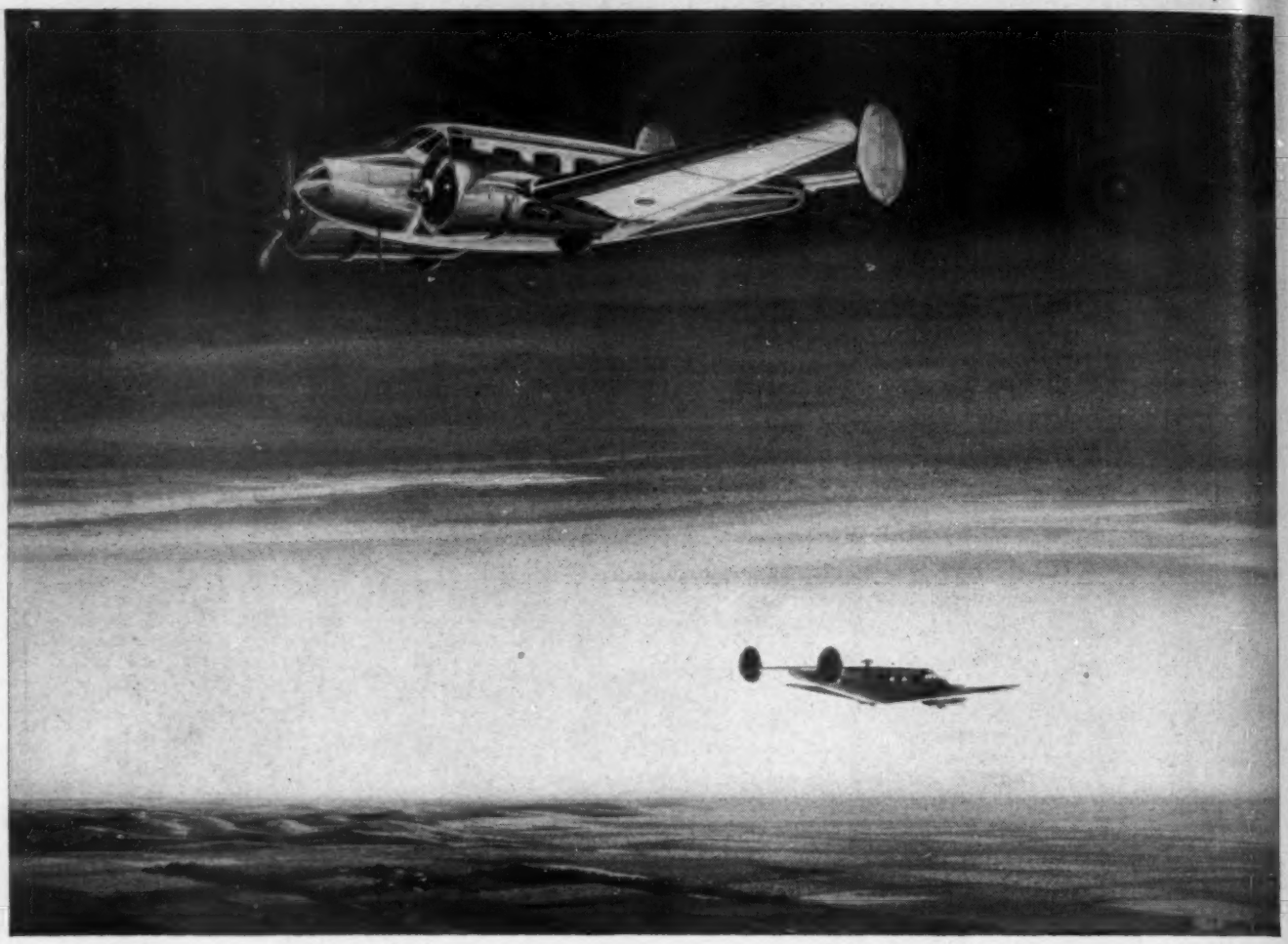

They dip their wings as they pass by

Two groups of business executives in their companies' Beechcraft Executive Transports pass each other along the highway of the sky. One plane carries men from a great rubber company on their way to Detroit for a 2 o'clock conference with motor officials. They'll be home in time for dinner. The other Beechcraft carries mining men from the west en route to New York. They've saved exactly a week of man-days since leaving their office this morning.

And along all this limitless right-of-way, other Beechcraft Model 18's are solving the problems of other companies in getting executives trom where they are to where they want to go . . . in the shortest space of time, in the greatest possible comfort, at the lowest possible cost.

Your nearest Beechcraft distributor is prepared with facts and figures to help you appraise company-owned air transportation in the light of your own transportation needs. He welcomes the opportunity to demonstrate to you the new Beechcraft Model 18 Executive Transport, in daily use by nearly 400 companies in the United States. Beechcraft distributors are located in key cities across the U. S. A.

Beech Aircraft

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THE DUTCH UNDERLINE AIR FREIGHT

KLM knows the score in air freight, having inaugurated the world's first air cargo service more than two decades ago

By ALBERT JANSEN
Air Freight Manager
North American Division
KLM Royal Dutch Airlines

•

SINCE 1926 when KLM Royal Dutch Airlines inaugurated the world's first all cargo air freight service, using a converted Fokker F-7 plane, air freight has played an ever increasing importance in linking the Netherlands with world-wide trade.

In those early days of air freight, newspapers published in headlines reports concerning the transport of goods by air. Freight consisted wholly of flowers, fruit and ingeniously-packed vegetables. KLM's first efforts in air freight consisted of daily shipments of fresh vegetables and fruit between Holland and London.

Later it was found that tobacco samples could be transported reasonably by air and still another commodity was added to the ever growing list. Since Amsterdam was the center of European tobacco markets, many hundreds of kilograms of tobacco samples were sent out from Schiphol Airport over the KLM routes throughout Europe and to Java and Sumatra.

As air traffic increased and intercontinental lines were opened the transport of air freight also increased with service being expanded to Africa, South American and the Dutch West Indies.

After the war air traffic recovered more rapidly than any other branch of traffic in the Netherlands and now practically every major market is once again linked within hours of Holland. The first KLM flight from Holland to New York last May carried hundreds of tulips which were placed on display at Rockefeller Plaza* In the future, it is expected that Dutch flowers will be for sale in all the big cities of the world, and, through air freight, can be placed on sale within hours after they are shipped.

TAKEN IN 1926, this picture shows a KLM single-engined Fokker F-7 taking on at a Netherlands airport a consignment of fresh vegetables for London hotels. Even at that time KLM's air freight service was on a daily basis.

Experiments have been carried out with cooled holds in the plane, and with the flowers placed in a solution of carbon dioxide so as to insure freshness. Exhibitors have learned that air freight insures that their exhibits will reach fairs and other public exhibits while still in the peak of condition. As a result KLM has been called upon many times to transport huge quantities of flowers, fruit and vegetable exhibits.

During the recent annual fair in Stockholm, the Westland Association transported three tons of Dutch vegetables and fruit for Dutch gardeners. The annual fair at Prague in September of last year was responsible for KLM transporting 2½ tons of Dutch horticultural products.

In this country, the National Flower and Garden Show in Chicago received a Dutch entry of 100 cyclamen plants which were carried by air freight and received within 24 hours from the time they left Amsterdam.

Drugs and blood plasma represent

(*Concluded on Page* 40)

A FAR CRY from the days of the F-7s is this air freight scene at Curacao with a four-engined Skymaster being loaded with a wide assortment of perishable foods.

* Read *Amsterdam to New York* in the May, 1946 issue of AIR TRANSPORTATION.

Aircraft Maintenance and World Air Commerce

FORMATION of Lockheed Aircraft Service, Inc., the first international maintenance organization for multi-engine aircraft of all types, heralds the beginning of a new era in the development of world air commerce.

Behind the glamour of aviation headlines, the introduction of new *Constellations* and DC-6s, the globe-girdling flights of a few hours, there has been the never-ending vigilance of maintenance. This major cog in world trade, seldom celebrated, now emerges into its own as a special and individualized division of the industry.

The enterprise marks, as well, the first practical application of a new economic philosophy in which Lockheed executives foresee vast savings in capital investment by global air freight and passenger carriers through one centralized or "pooled" heavy maintenance operation on a world-wide scale. Lockheed's far-flung operations comprise maintenance bases at Burbank, California; MacArthur Field, Sayville, New York; and Shannon Airport, County Clare, Eire; as well as permanent offices in Geneva, Switzerland; Kansas City, Miami, and New York.

The postwar expansion of United States and foreign air operations has mushroomed use of new equipment, routes and services, with the new carriers particularly in need of good, dependable overhaul. Contracting with an independent maintenance and overhaul organization is apparently more economical to many airlines than would be the installation of their own maintenance bases.

Already signed to maintenance agreements with Lockheed are American Overseas Airlines, Seaboard and Western, Transocean Air Lines, the Flying Tiger Line, Air France, KLM Royal Dutch Airlines, Aer Rianta (Irish Air Lines), Linea Aeropostal Venezolana, and Flota Aerea Mercante Argentina.

No less significant are the services Lockheed has contracted to perform for the United States Army and Navy. The Navy contract, involving almost $3,500,000, represents the largest peacetime transport overhaul contract for number of aircraft ever signed. It calls for maintenance of 60 R5Ds, the Navy version of the C-54, and for overhaul of 30 R5O *Lodestars*. The ATC agreement calls for maintenance to be performed at MacArthur Airport on 17 C-54s operated by the Atlantic Division of the Air Transport Command in transatlantic military air transport service, supporting the European Theatre of Operations.

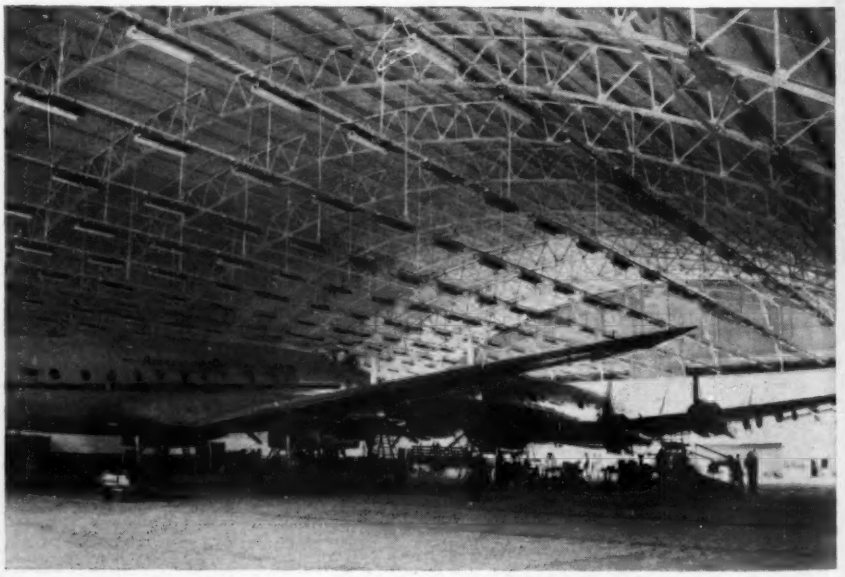
The commercial cargo and passenger carriers have signed for varying degrees of maintenance on *Constellations* and DC-4s. Air France is currently receiving complete maintenance, progressive overhaul and turn-around service on its *Constellations*. When Aer Rianta begins regularly scheduled *Constellation* operation it will receive similar service at MacArthur and Shannon. KLM and LAV contracts call for complete service on *Constellations* at MacArthur, while FAMA, Seaboard and Western, and Transocean are receiving maintenance on DC-4s at the same field.

Lockheed Aircraft Service facilities include over 250,000 square feet of hangar space, 125,000 square feet of shop space, and 900,000 square feet of paved ramp. Largest installation is the Burbank center with its 172,320 square feet of hangar space, 49,320 square feet of shops and almost 600,000 square feet of paved ramp. An expert staff, headed by Base Manager Harry W. Allen, devotes constant attention to research aimed at the development of special devices and equipment to facilitate maintenance operations at all service bases.

Particular attention has been given to the design and layout of the accessory and electronic shops at Burbank. The instrument shops are equipped with latest types of functional test units, most of them built in the service's own special devices shop. The double-screened radio shops can overhaul the most recent VHF and UHF equipment, including Loran.

The Burbank base has the first aircraft cabin pressurization and air conditioning shop in the industry. It specializes in supercharger, drive shaft, refrigeration, cabin pressure control and temperature control equipment, and other air conditioning component overhaul. Equipment in this shop, as in the case of the instrument department, was mostly built in the special devices shop.

At MacArthur, set for completion this month, a new 48,000-square foot hangar which can house six *Constellation*-size planes simultaneously, will give this base 69,700 square feet of hangar space. Specially-designed nose hangars which handle any modern four-engine transport provide an additional 16,000 square feet. Shop area covers 60,000 square feet and paved ramp, 310,000.



Two American Airlines Skymasters share space in one of the several hangars of Lockheed's maintenance base at Burbank, California.

—GOOD NEWS FOR SHIPPERS!—

ANNOUNCING

The Tradewind

NEW, ALL-CARGO FLIGHT

to EUROPE

EVERY THURSDAY

Now American provides new, improved air cargo service, by 4-engine all-cargo Flagship, to Shannon, London, Amsterdam and Frankfurt-am-Main. Direct connections to Glasgow, Copenhagen, Oslo, Stockholm, Helsinki and major Europec n cities.

American Airlines augments the cargo facilities of its 24 weekly passenger flights with a new all-cargo service. This all-cargo Flagship, equipped with spacious doors, can accommodate more and larger cargo shipments. Live stock are handled with expert attention. Perishables are transported without spoilage or freezing. A 7-man flight crew is trained to give utmost care to each shipment. And American provides maximum security for valuables at all times.

Recent slashes in air cargo rates, averaging 35% on shipments over 100 pounds, now make American's time-saving air cargo service more economical than ever. For information consult Railway Express Agency, your foreign freight forwarder or your nearest American Airlines office.

AMERICAN AIRLINES

AMERICAN AIRLINES, INC. • AMERICAN OVERSEAS AIRLINES, INC.

Nose hangars for heavy maintenance operations, specially designed by Lockheed Aircraft Service, Inc. They will handle any modern four-engine aircraft used in today's freight and passenger air service.

Shannon base presently offers turnaround service, and handles major repair jobs on a project basis, with supplementary equipment and materials flown from the United States. Some 16,000 square feet of shop area and 68,500 feet of paved ramp are already completed.

The importance of the Shannon base can scarcely be overestimated. Shannon is and has been from the dawn of transocean flying the springboard from Europe to America and the threshold to the United Kingdom and the continent. The Eire Government's farsighted action in creating at Shannon the world's first customs-free airport will increase its role immeasurably.

By its action, the Eire Government enables airfreighters and liners to land and to discharge their merchandise or raw material for indefinite storage and eventual reshipment, all without the strangling red tape of customs formalities and expensive delays encountered elsewhere.

Seaboard and Western Airlines, making its transatlantic inaugural flight in May, was among the first to seize the double advantage at Shannon. The line had a DC-4 airfreighter take off from Newark for Italy to pick up the first cargo of racehorses ever flown from there to America. The plane made brief stops at Shannon, coming and going for a check. The Milan-to-New York trip via Shannon took only 25 hours, thanks to expert maintenance. Hence the difficult business of transporting high-strung livestock was accomplished with the "passengers" arriving in fine fettle, without the rough or lengthy sea passage.

Another airline has already availed itself of the Shannon free port facilities to ship freight from both Amsterdam and New York for storage and later distribution, symptomatic of the growing trend which underscores the role Shannon will play in New- and Old-World air commerce.

Streamlining of international air commerce by practical elimination of international boundaries, the servicing of freight as well as passenger aircraft of many nations at bases already operating in two hemispheres — these Lockheed accomplishments alone presage an advance of aviation the full import of which cannot yet be assessed. But by implication they point to a fast-growing network of contract carrier routes to destinations now beyond the reach of any air service, and a resulting expansion of world trade by air.

Development of Lockheed Aircraft Service as an international maintenance system is the natural outgrowth of Lockheed's war operations. But it has taken long-range planning combined with the knowledge culled from war experience to chart the peacetime organization which may ultimately exceed military operations.

Lockheed Aircraft Service, Inc., dates back to 1939, when Lockheed Aircraft Corporation established a parts and service operation in Amsterdam, Holland. With the outbreak of hostilities in Europe, the Amsterdam station was closed down, but British and American military leaders were quick to recognize the value of the unique service Lockheed briefly had demonstrated at the Dutch base.

Just how important it was deemed becomes apparent in the VE-Day figures—seven major overhaul and repair bases, employing more than 10,000 men at overseas stations alone. Perhaps even greater significance for postwar commercial aviation lay in the fact that at these bases 75 per cent of the work was done on aircraft made by manufacturers other than Lockheed.

This "know-how," which the company's engineers and technical experts have built up over the years has already been turned to the service of American and foreign airlines flying multi-engine aircraft.

Cyril Chappellet, Lockheed Aircraft Service, Inc., president, summarized the economic philosophy underlying development of this new phase when he stated recently:

"The tremendous capital investment beyond that required for the purchase of aircraft necessary to post-war operations has not been apparent until recently. It involves additional outlay for costly equipment, spare parts, inventories and maintenance specialists.

"Because of the highly specialized degree of work involved in heavy maintenance of modern aircraft, it is possible to pool certain overhaul and repair resources so that the necessary capital investment may be made but once for all airlines operating similar equipment. Through amortization of the costs of large facilities, equipment and personnel over a greater number of aircraft units, certain types of maintenance work may be performed at lower cost than any single airline could perform for itself."

Duplication of the facilities, with expensive inventories of equipment and spare parts and the big payrolls which would be required to service each of these lines separately would manifestly be poor airline economics. Obviously, costs of operation are lower when similar work is being done for a number of lines, increasing the number of units of planes against which the fixed costs can be charged, and keeping personnel busy at all times.

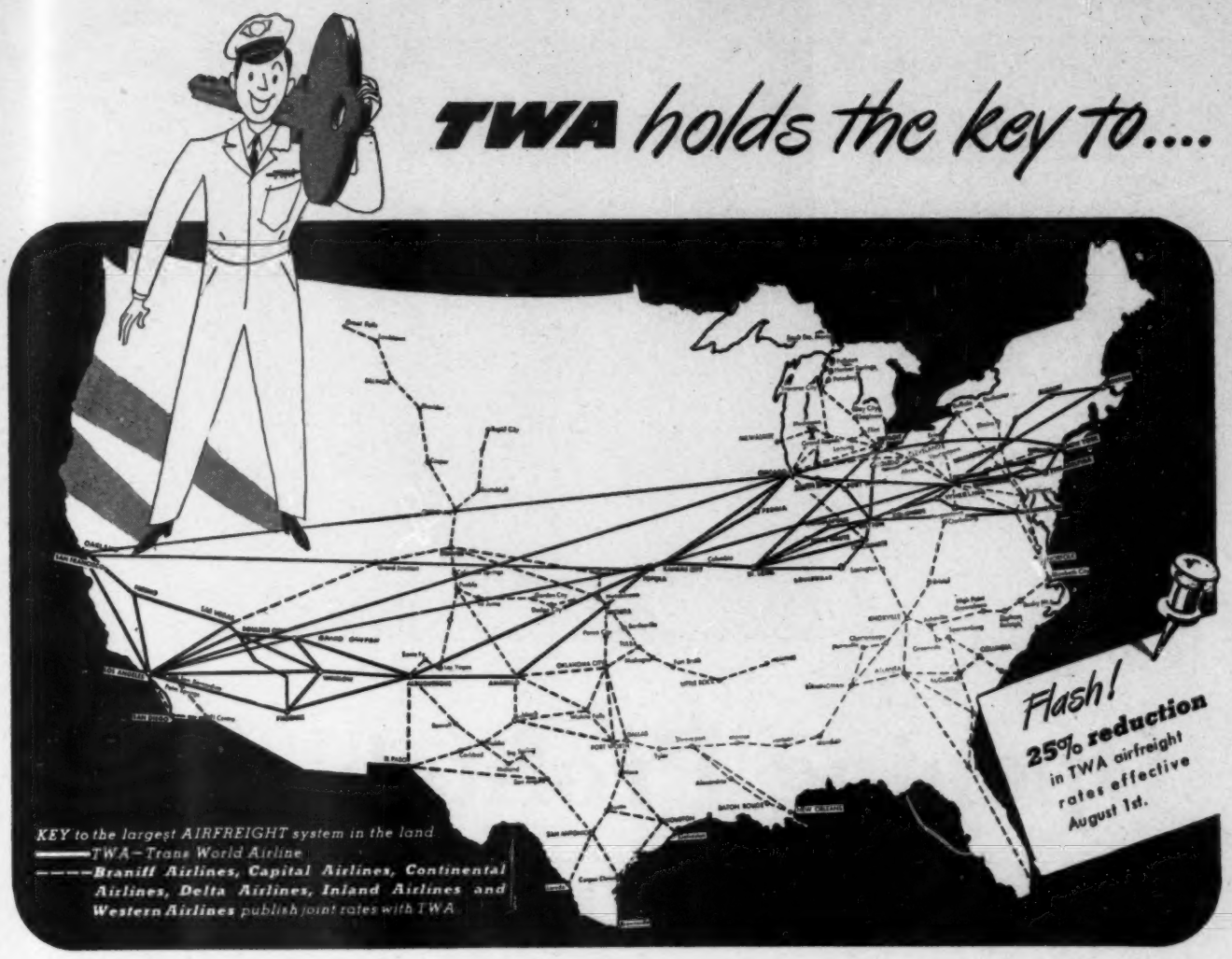
Thus Lockheed Aircraft Service, Inc., has taken the first vital step in developing service as a major factor in speeding air freight, facilitating establishment of new trade routes, and cutting costs for the expansion of world-wide air commerce.

Cincinnati-N. Y. Case

Announcing its opinion in the so-called Cincinnati-New York case, the Civil Aeronautics Board amended the certificates of public convenience and necessity of TWA, American Airlines, and Capital Airlines to provide new and additional air services.

Both TWA and AA provide service between Cincinnati and New York. However, under the present route structure TWA must route such flights via Dayton, a junction point of two of its routes, while AA provides such service only via Washington, a junction point of two of its routes. The Board found that the public convenience and necessity required a modification of the route structure of both carriers so as to allow each to provide direct Cincinnati-New York service, but it imposed certain restrictions on these modifications to prevent competitive relationships which would not be in the public interest.

The Board's amendments permit the establishment of nonstop service between Cincinnati and New York It said that both AA and TWA are presently engaged in carrying Cincinnati-New York traffic, and the need for improvement in service seems well established.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– – – –Braniff Airlines, Capital Airlines, Continental Airlines, Delta Airlines, Inland Airlines and Western Airlines publish joint rates with TWA

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The TWA Airfreight Tariff publishes through-rates with six other U. S. Airlines. That's how your shipment, consigned to TWA, can fly — on one tariff and at one rate — to any destination on the above map.

This is the greatest common-carrier airfreight system — the greatest airfreight coverage — ever offered anywhere.

And Here's What Happens, If You Call The Nearest TWA Airfreight Office:

A courteous, well-trained attendant will answer your call. Arrangements made, your shipment will proceed to the airport, where capable crews, using the best equipment, will carefully expedite it to destination.

Since all TWA flights carry airfreight, and flights between major industrial areas operate on a high-frequency schedule, your shipments will be in your customers' hands when shipments of competitive products are only beginning their earth-bound journey.

TWA AIR·FREIGHT

All TWA Flights Also Carry Air Mail

TWA's the way to Ship—For Airfreight Flies on Every Trip

A HAND-TOOLED leather bag, flown from Guatemala, is examined by Robert Josephson, Miami importer, and an employee. Air transportation has made it possible for Johnson to compete in the low-priced mass market.

Opening Profitable New International Markets

By HUMPHREY W. TOOMEY
Manager, Latin American Division
Pan American World Airways

Case history of a Miami importer who put air cargo to good and profitable use

AIR cargo came of age during the war when a steady stream of planes, shuttling across oceans and continents with vital military supplies, contributed materially to ultimate victory. The costs were high, because cost is no object when lives are at stake. Consequently, although the airplane had conclusively demonstrated its ability to deliver goods on schedule under the most difficult conditions, an impression persisted that air express was limited to the luxury trade, to emergency shipments or to a few perishables.

This mistaken impression is rapidly fading as cost-conscious businessmen learn that shipping by air is not only practical but economical in the long run; that it opens new markets and wins new customers, not only in domestic commerce, but in international trade as well.

Visitors to Pan American World Airways' giant aerial gateway to Latin America at Miami see in the constant

Humphrey W. Toomey

flow of exports and imports convincing proof of the growing importance of shipping by air in international commerce. It requires no great imagination to realize that such shipments as rare, exotic orchids from Venezuela, frozen frog legs from Cuba, or cheeping baby chicks bound for Panama could never have become items in international trade except for air transportation.

While typifying new markets uncovered by high speed air transport, perishables form only a small part of the commodity tonnage handled by *Clippers* along its interamerican routes, however.

Illustrating both the development of new markets and the real economies in air express available to merchandisers of all types of commodities is the experience of Robert Josephson, a Miami importer.

During the war Josephson foresaw the future demand for the unique, colorful handicraft goods of the Caribbean, provided they could be made available in quantity in the competitive, low-priced mass market rather than limited

AIR--X--PRESS

ANCIENT and modern Air Express combined facilities recently as 60 pigeons flew in first class style from Moline, Illinois, to Topeka, Kansas. They made the flight to Topeka in the Air Express compartment of a transport plane. At the airport they were transferred to R.E.A. trucks, hauled over to the express terminal and released to fly home to Davenport, Iowa, under their own power. P.S. A local pigeon fancier read the story of the shipment in the Topeka *Daily Capital*. Whereupon he promptly escorted 40 of his prize racers to the nearest R.E.A. office and air-expressed them off to Austin, Texas, to be released for flight to home lofts in Topeka.

★ ★ ★

INTERNATIONAL Air Express came to the rescue of an American steamship tied up in a British Isles port recently. Scheduled to sail from Southampton for the U. S., the ship was stranded until a new 600-pound coupling was air-expressed from a Philadelphia shipyard. Flown in domestic airline service to New York, the vital part was transferred to international air express for the flight to London and subsequent transfer to Southampton.

★ ★ ★

MORE AIR EXPRESS shipments were handled in domestic airline service during the month of May than in the entire year 1935. A total of 320,527 shipments were dispatched for 25 certificated airlines in May, a gain of 8.4 percent over May, 1946. Gross revenue of this traffic was up 20.7 percent over the same month a year ago.

★ ★ ★

IT'S GETTING TOUGHER on "hobo" bees all the time. The "hoboes" which usually attach themselves to transient shipments of beehives in rail express service, haven't quite solved the problem of the hives now moving in Air Express service. Some recent shipments, air-expressed from Atlanta, Georgia, to Burlington, Iowa, failed to attract any "hobies," although the hives were under observation for several hours at the airport. Bees just don't like to do any unnecessary flying, it seems.

★ ★ ★

STRAWBERRY PLANTS from Wisconsin are being introduced into European countries through the speed of Air Express. Recently an assortment of more than 100 plants packed in four shipments was air-expressed from a nursery dealer in Duluth, Minnesota, to their majesties, King Haakon of Norway and King Gustav of Sweden, as well as to produce growers in Finland and Czechoslovakia. The plants were flown to New York City in domestic airline service and transferred to international air express for flight to Helsinki and Prague. Local interest in the experimental shipments was reflected in articles and photos published in both Superior and Duluth newspapers and a radio newscast.

These businesses may *seem* different- but they're all alike, *in one thing*

Scripts and recordings for radio programs must get there in a hurry. This is one reason why stations, networks and agencies are big users of Air Express. Here's where *speed pays*.

Quickest way to get samples, new products, and presentations for new lines to salesmen on the road and to distributors is by Air Express. Beats competition; sales come quicker! *Speed pays!*

Speed is essential in delivery of all kinds of valuable papers, stock certificates, bank checks, etc. The safe, quick way to ship them is by Air Express. *Speed pays.*

Speed pays in your business, too!

Fast-moving businesses must rely on speed for greater profits . . . and speed means Air Express. This speedy service is more valuable than ever because of increased flying schedules, bigger and faster planes. Even coast-to-coast delivery overnight. What's more, rates are low. For example, you can send 14 lbs. 1300 miles for only $5.59. Heavier weights—any distance—similarly inexpensive.

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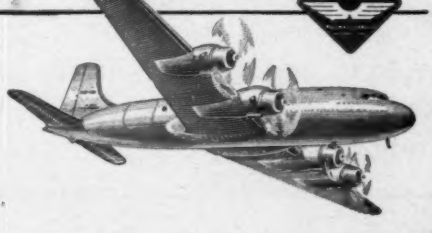

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A WAITING Sears, Roebuck & Co. truck (left) takes on a load of Haitian handmade sandals from a PAA plane . . . Typical interior (center) of a PAA cargoplane. Note the chicks at the upper right . . . Even in Caracas they know what LS/MFT means. This Venezuela-bound air shipment of Lucky Strikes (right) is only one of many averaging a million cigarettes a day.

to expensive specialty and curio shops.

As a businessman, Josephson knew that to reach this broader market he would need a large volume and a fast turnover at a small margin of profit. It would not be practical, he realized, to accumulate huge stocks in warehouses or in transit, thus tying up a large amount of capital.

Postwar Venture

Soon after the war ended, Josephson launched his venture. He had found that samples of a native Haitian hand-woven sandal, made of light but strong sisal fibers, appealed to women as something unusual in Summer footwear. Sisal fiber comes from pale yellow strands stripped from the leaves of the sisal plant and dried in the sun. Haitian natives, with the know-how handed down from generation to generation, weave the fiber into a variety of products such as sandals, baskets, trays and rugs.

After spending considerable time in rounding up the footwear, arranging credit and checking customs regulations, Josephson began by ordering a few hundred pairs of sandals. More weeks elapsed before the shipment arrived by slow freighter.

He quickly found a buyer. A large chain store would take the entire consignment—but at a price that left the importer so little profit that the venture was not worth the effort. His capital had been "frozen" in the initial investment and in transportation and customs charges. The necessary mark-up to cover these expenses would price the sandals right out of the mass consumer market he had hoped to reach.

The answer to his problem lay in a quicker turnover. *Why not try shipping by air?* he wondered.

Josephson turned for advice to PAA officials, asking not only about rates but about volume sources for other types of handicrafts such as leather goods. The officials knew many places where hand-made leather belts, bags and other objects were produced and, while they were uncertain about the potential volume available, they assured the importer they would find out.

A PAA sales and research expert was dispatched by *Clipper* on a trade survey of Central America and the West Indies. He investigated every possible source, sending samples, prices and other data back to Josephson. Arrangements soon were concluded with dealers in Haiti and Guatemala to supply the required volume of leather products. Faster, more efficient methods of handling the consignments were worked out, and customs red tape was minimized.

There wasn't much that could be done about speeding up actual production. A Guatemalan may work for a month on a beautiful hand-tooled leather belt and fritter away another week bringing it to market, a system that is centuries old. But once it reaches the local dealer and is sold to Josephson's agent, that belt—and hundreds of it fellows—are swept into the channels of modern, speedy distribution.

Present Success

Josephson's vision is now a reality. Today, chain retailers of moderately priced merchandise are buying his imports in a volume he hardly thought possible. He sells more than 2,000 pairs of Haitian sandals a week—so much of that colorful island's total output that wondering natives refer to them as "Josephsons."

Besides sisal and leather goods, Josephson also imports mahogany handicraft from Haiti.

Instead of weeks, Josephson's capital investment is now tied up only a few days—and sometimes only 24 hours. The sandals he buys in Haiti today may be on sale in Miami tomorrow. The same goes for those leather belts from Guatemala.

As one of the country's largest im-

(*Concluded on Page* 23)

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Since the day Trans World Airline inaugurated scheduled overseas air cargo flights, the records point to coming boom days

THE SHANGHAI MERCHANT, one of TWA's two all-cargo Skymasters on the weekly United States-Europe-North Africa-Middle East runs. Its sister ship, Bombay Merchant, is in background.

HOW TWA DOES IT

A WELL dressed Egyptian merchant stood on the ramp at Cairo's Payne Field one day recently looking anxiously at the approaching plane. When the big ocean-flying transport landed and came to a stop, the man's emotion reached the near-bursting point. Asked by a curious bystander whom he was expecting, the Egyptian replied, "My American goods." Three simple, dramatic words.

Behind this oft-enacted drama from Paris to Bombay lies the tale of the world's first scheduled international all-cargo operation as pioneered by Trans-World Airline.

The inaugural flight of TWA's all-cargo service on January 31 was portentous when the big *Skymaster*, *Shanghai Merchant*, left LaGuardia Field, its 14,685 pounds of cargo payload was exactly three pounds under the absolute maximum allowable weight for that flight. More cargo poured into the line's receiving station, and loads on each succeeding flight have justified the optimism of the most enthusiastic air cargo boosters. It is understandable that the results of TWA's pioneering efforts are being watched eagerly by competing airlines.

Briefly, the conclusion already reached is that international cargo is here to stay as long as international air transportation. Preliminary reports prove there is a huge demand market by exporters and importers. It remains for continued operation to determine the extent of such a market into all commodity levels that will profit both shipper and operator.

Two basic factors led TWA to become the first scheduled all-cargo operator overseas: the excellent trade possibilities of its 27,000-mile foreign route, and the already existing sales and feeder system represented over its 7,700 miles

HEAVY MACHINERY loaded into a TWA cargoplane for shipment overseas. The first flight carried a cargo payload of 14,685 pounds.

Cargo handlers unload a large shipment of 19,000 vials of penicillin at the Ciampino Airport in Rome.

of United States routes from coast-to-coast.

TWA's international route, running south through Europe into Africa, the Middle East and India, provides direct air service between the United States and such important trade centers as Paris, Rome, Athens, Madrid, Lisbon, Tripoli, Tunis and Cairo. From Cairo, it extends into the rich oil countries of Saudi Arabia, on through Palestine to Bombay. Already certificated and soon to be operated is a further extension from India to Shanghai, China, where it will link with Northwest Airlines' flights across the Pacific to the United States, to provide 'round-world service. The TWA route from Bombay will service the highly important Far Eastern cities of Calcutta, Canton, Hanoi, and thence to Shanghai.

Although presently operating one cargo round-trip weekly from Washington and New York through to Lydda, Palestine, TWA will extend this service to Bombay this month. By Summer the line expects to add other all-cargo flights overseas.

Added to the airline's existing sales staff over the transcontinental system was the highly important group of international air freight forwarders—the agencies which represent exporters in forwarding and routing their goods to foreign and domestic points. Working with the freight forwarders, TWA cargo executives found that a dependable international service would be of value to certain commodity levels. *To the airline, the freight forwarders have become as important to the cargo division as the travel agencies are to passenger traffic sales.* Working on a commission basis, they represent a potent sales force.

With airplane equipment at a premium after the war's end, the first transports were directed into passenger

Martin Memo

Published by The Glenn L. Martin Company

Baltimore 3, Maryland

On Leading Airlines Soon . . . Here, the ultramodern Martin 2-0-2 airliner is shown in flight during CAA certification tests. Speedy Martin luxury liners will soon be a familiar sight at airports the world over when they go into operation for these great airlines and cargo carriers: Capital (PCA) . . . Eastern . . . Chicago & Southern . . . United . . . Northwest . . . Delta . . . Panagra . . . Cruzeiro do Sul (Brazil) . . . Aeroposta (Argentina) . . . Nacional (Chile) . . . Mutual . . . Flying Tiger . . . Air Borne Cargo . . . U. S. . . . Willis.

Going Up . . . 235 Miles . . . Rocketry is one of the more advanced research projects of the Martin Company. Now under construction is the Neptune, first of ten experimental rockets, 45 feet long, capable of flights to 235 miles above the earth's surface. These huge rockets, being built by Martin for the Navy, are the first all-American long-range missiles of supersonic speeds.

As a Military Transport . . . The Martin 2-0-2 offers many advantages. It cruises 100 m.p.h. faster than prewar twin-engine transports. It can carry 50 completely equipped troops or 15,000 pounds of cargo. Built-in features include new thermal anti-icing equipment . . . efficient van Zelm ailerons . . . tricycle landing gear . . . large cargo doors for easy loading and unloading.

25,000 Flying Hours . . . During static tests, the Martin 2-0-2 was subjected to wrenching and straining equivalent to 25,000 hours of flying or 10 years of average service. Results of these rigorous tests are further proof of the superiority of the Martin 2-0-2's advanced design and construction.

Increased Profits for Airlines . . . The new twin-engine Martin 2-0-2 carries 36 to 40 passengers (or 15,000 pounds of airfreight in the cargo version) at speeds 100 m.p.h. faster than the planes they supplant. But more important is the fact that this modern transport needs only 19 passengers (by ATA formula) to break even. Thus, airline profits with the Martin 2-0-2 can be as high as 50% of the total passenger payload. That's one of the big reasons 15 leading airlines have ordered Martin transports.

Newest Jet Bomber . . . The high-speed, long-range XB-48 was built by Martin for the Army Air Forces. Powered by six jet engines, it is the largest multi-jet conventional type plane yet constructed. The XB-48 also pioneers a new bicycle type landing gear developed by Martin for high-speed aircraft.

Looking for Cold Weather . . . To thoroughly test a new thermal anti-icing system, now standard equipment on all Martin transports, a Martin 2-0-2 was sent to Minnesota. Flying in the cold layers of air north of Minneapolis, the engineers and CAA representatives were able to choose varying types of icing conditions for their experiments. The system which involves passing heated air through the wing and tail assembly proved successful . . . the experiments were acclaimed by aviation experts as a big step forward in all-weather flying.

"A Real Buy" Here's Why . . . Martin has orders for more new transports than any other manufacturer. Through quantity production Martin is able to spread the cost of Martin transports over a larger number of planes, giving purchasers these great new airliners at low cost.

Low-Cost Maintenance . . . These are not windows in the Martin 2-0-2. They are a few of the numerous accessory compartment openings which provide easy access to the 2-0-2's electrical and hydraulic systems. These built-in timesavers mean low maintenance and servicing costs. The openings shown above are in the bottom of the fuselage.

Martin AIRCRAFT

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service. Last Summer when TWA was ready to commence its all-cargo operation, all *Constellations* were temporarily grounded. *Skymaster* equipment, including its two DC-4 cargoplanes, was hurriedly converted and put into replacement passenger service overseas.

When the *Constellations* returned, November 1 was set as the target date for the cargo service. However, misfortune struck again. A strike of TWA pilots grounded all operations, and it was not until January 31 that the *Shanghai Merchant* left LaGuardia Field to inaugurate the desired all-cargo service.

With it, TWA feels confident they have already whipped a major complaint of shippers—fear of offloading their shipments from passenger flights.

Advance Booking

Outstanding among the many features in the all-cargo service is the availability to shippers of booking space in advance of the weekly flight. It is part of the line's guarantee that no reserved space cargo will be offloaded at any intermediate point. To accomplish this 10,000 pounds of the maximum allowable payload poundage are held open for bookings. The margin over 10,000 accommodates mail and gasoline weight allowances. Bookings may be made as far into the future as the shipper desires.

Other features include a trained cargo agent aboard each flight to assure expeditious handling and safe delivery at terminal points. Each plane is equipped with a 2,000-pound capacity strong room for valuable shipments which are handled on a hand-to-hand receipt basis. And as added service, deliveries are confirmed to the shipper at his request. These are features which can be accomplished on an all-cargo, but would be highly unfeasible in a mixed passenger-mail-cargo operation.

Uppermost in the mind of the potential shipper, however, is cost. And the paramount feature offered by air cargo is speed. The speed of shipment will overcome the cost involved when the time saved can be translated into dollars and cents.

In or out of uniform this hostess is interested in Paris chapeaux. What she's sampling now is part of a cargo of imports from France flown by TWA.

An example of how "time" works to the benefit of the shipper to overcome "cost" of shipment is the shipments of watch movements carried on virtually every cargoplane between Switzerland and the United States. Manufacture of the hand-made precision parts is done mostly in small establishments and homes scattered throughout Switzerland. The central distribution is Geneva, where the movements are bought F.O.B. with a letter of credit. Instead of a letter of credit running for a long period while parts are in transit by surface carrier, the time is shortened to approximately 48 hours by utilizing air cargo. Thus, the time saving for the shipper is translated into dollars and cents through interest saving and a quicker turnover of capital. A letter of credit for $40,000 issued for two weeks on a surface carrier shipment could be used seven times in the same period when shipments are made by air.

What type of shipper has the scheduled all-cargo service attracted? A survey of TWA's traffic reveals leading commodities shipped eastbound are office equipment and supplies, including fountain pens which runs 20 percent on all flights. Next is clothing, 16 percent; samples, 13 percent; pharmaceuticals, 10 percent; diplomatic pouches, seven percent; gold, six percent; with balance made up of machinery, skins and furs, auto replacement parts, newsprints and films, electrical equipment and supplies, photographic prints and equipment, watches and accessories, advertising matter, radio equipment, records and optical equipment, in that order.

Other commodities are gradually entering the cargo manifests, and will continue to do so, according to TWA cargo forecasters, as manufacturers become educated to the time-saving value of shipping by air.

To what heights international air cargo will ascend, and its proportionate relationship between passenger and mail traffic cannot be forecast at present. But to the critics of scheduled air cargo versus non-scheduled or deferred operations, TWA points to its record loads. The demand curve for overseas scheduled cargo flights is rising sharply and shows no indication of reaching the leveling point in the near future.

EAL Service to Houston

Daily five-hour service between New York and Houston is being offered by Eastern Air Lines with new-type *Constellations*. All departures from New York are using Newark Airport.

PAA Houston-Panama Flights

Through service between Houston and Panama has been established by Pan American World Airways. The new daily schedule supersedes previous flights over the route requiring change of planes at Guatemala. It also knocks 2½ hours off the flying time between the Texas gateway and Panama, and cuts stops en route from four to two.

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MONTGOMERY, Alabama

Note the map above, to see how these new cities fit into the Delta system and how easily the Georgia and Alabama points can be reached from either the North or West. In addition, service will open soon to the fifth point, Selma, Alabama.

NOW 31 DELTA CITIES

The 31 cities that now make up the Delta flight pattern include the major industrial and distribution centers of the South – the real key points of sales. Delta has fast and frequent schedules to all these points, plus good connecting service from all over the nation.

Delta Air Freight is now in its second year of full operation. It has shown consistent savings of up to 48 hours or more on deliveries from the Mid-West to the South and savings of four days or more from the Far West. Rates are as low as 21 cents a ton-mile. Pick-up and delivery service is available. Whatever your shipping problem, phone your local Delta Air Freight agent. Or write Delta Air Freight Supervisor, Delta Air Lines, Atlanta, Georgia.

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AIRFREIGHT FORWARDERS *Go to Town*

Members and guests of the Airfreight Forwarders Association and the Independent Airfreight Association at their recent get-together in Washington. At the left side of the table are (foreground to rear): Samuel L. Einhorn, Peter A. Bernacki Company; W. L. Taylor, West Coast Aircraft; Edward J. Murphy, Phalanx Air Freight; W. E. Miller, Slick Airways; George J. Haney, California Eastern Airways; Robert A. Burke, Federal Air Freight; J. A. Forsythe, Air-Con, Inc.; Brayton L. Smith, Jr., Air Cargo Exchange; and Morris Shapiro, Skyways Freight Forwarding. At the right side of the table (foreground to rear) are: E. J. Daly, Pierce O'Carroll and G. E. Wickens, all of Monarch Air Service; F. D. Mayers, Traffic World; E. U. Woodard and Harry A. Bowen, Commercial Airways Agency; Richard H. Keating, Flying Tiger Line; Albert F. Beitel, U. S. Airlines; and Charles M. Dorfman, Charles M. Dorfman Organization. Standing (left to right) are: Henry W. Fischer, Air Transportation; James Duhl, Fast, Inc.; Peter A. Bernacki, Peter A. Bernacki Company; Jack Nelson, Air Cargo Forwarding Agency; Allen Dean, National Airfreight Forwarders, also president of the Airfreight Forwarders Association; Colonel L. H. Brittin, Independent Airfreight Association; Richard D. Brooks and Miles W. Knowles, National Airfreight Forwarders; and W. B. Coleman, Air Dispatch.

NOW the Airfreight Forwarders Association, as a national organization, is an actuality. Founded as a temporary group in February of this year, with Jack Nelson, president of the Air Cargo Forwarding Agency of Kansas City, Mo., as chairman pro tem, and Richard Brooks, of National Airfreight Forwarders, Inc. of Detroit, as secretary-treasurer pro tem, the AFA has been taking strides which cannot be referred to as lilliputian.[1] Rather, the infant organization appears to be shod with seven-league boots and is striking out for important places.

The AFA convened in Washington last month, and with elections a natural part of the agenda, the following officers were elected to serve in the initial term of office:

Allen Dean, president, National Airfreight Forwarders, Inc., Detroit, president; A. N. Wiley, vice president, Air Express International Agency, New York, first vice president; W. L. Thompson, president, Mercury Airfreight Corporation, Los Angeles, second vice president; Frank V. Gandola, president, Airborne Coordinators, Cleveland, secretary; and Peter A. Bernacki, president, Peter A. Bernacki Company, Philadelphia, treasurer.

The Executive Committee is composed of the above officers as well as John H. Stewart, president, Air Dispatch, Inc., Cincinnati, and Jack Nelson.

On the second day of the three-day affair, the AFA joined with representatives of the Independent Airfreight Association at a luncheon meeting. Representing the IAA were Colonel L. H. Brittin, executive director of the IAA and a frequent contributor to AIR TRANSPORTATION; A. F. Beitel, attorney for U. S. Airlines;[2] G. J. Haney, regional vice president, California Eastern Airways; W. E. Miller, attorney for Slick Airways; and R. H. Keating, attorney for the Flying Tiger Line.

The principal result of this meeting was the reiterated fact that the IAA still looked upon air freight forwarders as an integral part of the air cargo industry. According to Beitel, the forwarder was not merely the left arm of the carriers, but a part of the body itself. Haney revealed that the carriers will soon publish tariffs which will contain rate scales with many weight breakdowns, thus assuring the forwarder ample spread in the rates to encourage consolidating small ship-

[1]Read *Air Freight Forwarder Case* in the March, 1947 issue.

[2]Mr. Beitel is author of the article, *Short Haul Air Transport and the User*, which appeared in these pages exactly one year ago.

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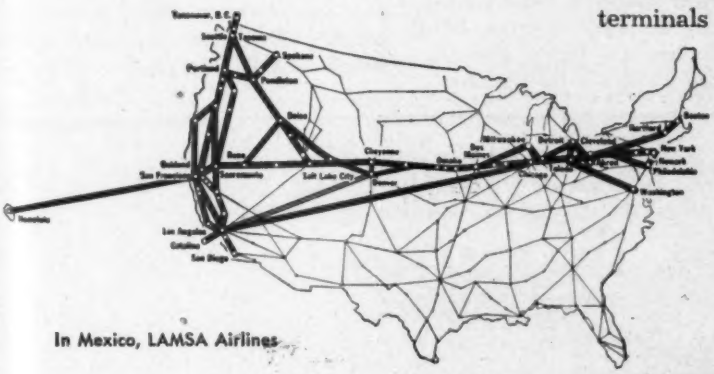

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ments into large, volume loads.

One of the speakers at an AFA session was Charles M. Dorfman, who heads his own insurance firm in New York. A transportation insurance veteran for 25 years and presently serving as transportation insurance counsel for the Metropolitan Traffic Association of New York, he offered a number of pointers in matters affecting shippers. He recommended the appointment of an AFA committee which would "work with your insurance representative and purchase for you the best form of policy at the most reasonable rates from an A-1 old-line insurance company."

"(a) To act as agent for the other in the territory now served by them, in acceptance and handling of all air shipments.

"(b) To perform pick-up and delivery, loading and unloading, warehousing, storage, offline movement and interline shipment handling, solicitation, execution of shipping documents, foreign documentation to the extent that the others may request it.

"(c) To quote a charge for such services that will not be changed except upon 10 days notice in writing.

"(d) To provide and maintain adequate insurance.

"(e) To furnish a $5,000 fidelity bond to cover protection of all monies handled by the respective parties for each other.

"(f) To make immediate settlement for COD collections.

"(g) To make weekly settlement of collections and charges.

AFA CONFEREES

Attending the meeting were R. T. Spada, Personal Air Freight Co., Bridgeport; Pierce O'Carroll, Edward J. Daly, and George E. Wickens, all of Monarch Air Service, Chicago; W. B. Coleman, Air Dispatch, Inc., Cincinnati; Frank V. Gandola, Airborne Coordinators, Cleveland; Allen Dean and Richard D. Brooks, National Airfreight Forwarders, Inc., Detroit; Jack Nelson, Air Cargo Forwarding Agency, Kansas City, Missouri; Robert A. Burke, Federal Air Freight Company, Los Angeles; E. U. Woodard, Commercial Airways Agency, Miami; Brayton L. Smith, Jr., Air Cargo Exchange, New York; James A. Forsythe, Air-Con, Inc., New York; Alfred N. Wiley, Air Express International Agency, New York; James D. Duhl, Fast, Inc., New York; Morris Shapiro, Skyways Freight Forwarding Corporation, New York; Peter A. Bernacki and S. L. Einhorn, Peter A. Bernacki Company, Philadelphia; Stewart W. Pierce, Richmond Airfreight Terminal, Richmond; E. J. Murphy, Phalanx Air Freight, Inc., San Francisco; W. L. Taylor, West Coast Aircraft; Harry A. Bowen and Miles H. Knowles, respectively attorneys for Commercial Airways Agency and National Airfreight Forwarders, both of Washington, D. C.; Harry W. Fischer, *Air Transportation*, New York; C. M. Dorfman, Charles M. Dorfman Organization, New York.

Member companies not present at the meeting were National Air Cargo Coordinators, Inc., Chicago; Domestic Air Express and Mercury Airfreight Corporation, both of Los Angeles; Air Brokers, Inc., Milwaukee; Stark Air Shipping, Inc., and Sun Transporters, Inc., both of New York.

The action taken at the AFA meetings are outlined in the following official report of the organization:

"1. The Executive Committee was instructed to seek an audience with the Civil Aeronautics Board for the purpose of requesting immediate issuance of temporary operating authority for independent air freight forwarders whose preliminary showing in the pending Freight Forwarder Case satisfies the Board as to their worthiness.

"2. A far-reaching agreement on reciprocal services, to become effective when the Board authorizes operation by the forwarders, was entered into by all the members. Under it each party agree:

"3. Instructed the officers to petition the CAB for suspension when the scheduled airlines file tariffs that carry rates that are the same for shipments of all weights. (Air Cargo, Inc. has testified in the Forwarder Case that the airlines will publish a consolidated tariff that has the same rate for 100 pounds as it does for 16,000 pounds. This makes no allowance for the economies of volume shipments and, of course, cuts out the forwarder whose income derives from consolidating small shipments from many shippers into volume lots for the carriers.)

"4. Instructed the officers to file a brief in behalf of the association in the Freight Forwarder Case. (These hearings are still under way at Washington before J. Earl Cox, Examiner, who has asked that briefs be filed by August 1.) A budget was authorized for this purpose and a committee of attorneys designated to help in the preparation."

On the news front, National Airfreight Forwarders pops up as another outfit now ready to do business. With office address the Buhl Building, Detroit, the firm recently opened its doors at the Detroit City Airport. According to the announcement, 24-hour service also will be performed on traffic moving through Willow Run Airport presently utilized by the scheduled airlines. The nonscheds are sticking pretty close to Detroit City Airport.

Allen Dean, who heads the firm, has served as aviation counsel for the City of Detroit, and, for a decade, held the post of transportation manager for the Detroit Board of Commerce. For 16 years, beginning in 1920, he served in the traffic departments of a number of railroads. Dean was organizer of the well-known air cargo research project of Wayne University and Edward S. Evans Transportation Research.

Operating head is Richard Brooks, a former Navy flyer. During the war he organized and operated a Navy utility airline with 17 planes flying between Mexico and all the Navy installations south to Chile. Another assignment was as pilot for Admiral H. C. Train, commander of the Canal Zone area.

Tom H. Bartel, treasurer, once managed the Detroit Railway and Harbor Terminal; and organized and served as president of the Michigan Dock Corporation, which later was sold to the Grand Trunk Railroad. Miles H.

(*Concluded on Page* 40)

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Opening New International Markets

(*Continued from Page 14*)

porters of sisal and leather handicraft products, Josephson gives full credit to air express for his success. It is, he believes, the keystone of his money-making formula: *a fast turnover and a small margin of profit.*

The same principle applies to exports from the United States to Latin America. Central American importers of women's dresses and millinery are turning to aircraft in increasing numbers for their wares. The latest creations from New York, Miami and Hollywood are now on sale in San Jose, Havana, Barranquilla and scores of other Latin cities while still the latest style.

Nor do they deteriorate in transit. They reach the wearer without the risk of damage by mildew or dust while standing for weeks in a musty hold or warehouse.

Shoes and Tobacco

Shoes are also taking to the airways. A consignment of 191 cartons was recently delivered to a dealer in Panama seven hours after they had been loaded aboard a *Clipper* in Miami—and only a few days after they had left a Milwaukee factory.

Tobacco is flying, too. A few weeks ago, a cigar manufacturer in Jamaica received a rush export order. He didn't have enough tobacco in his warehouse to fill it, but that wasn't necessary. The next day a PAA *Clipper*, in response to a cablegram brought him a full planeload of the golden leaf from Havana. The cigar order went out on time.

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Thus it goes throughout the 70,000-mile aerial network flown by PAA and its Latin American affiliates. With a recent reduction in the company's air express rates averaging 33 1/3 percent—and with a constant addition of larger and faster planes—flying *Clippers* are opening new channels of trade and development between the Good Neighbors of the Americas.

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A common-sense approach to the regulatory problems facing the helicopter industry which make necesary the undertaking of "a disengaging action."

With twilight falling upon the city, a helicopter delivers its cargo at the site of the Port of New York Authority Motor Truck Terminal.

Don't Saddle the Helicopter With Airplane Regulation

By L. Welch Pogue

President, National Aeronautic Association; Counsel, Helicopter Council, Aircraft Industries Association; Former Chairman, Civil Aeronautics Board

By all standard definitions the word "aircraft" includes the helicopter because it is a vehicle which is used to navigate the air space. It happens that nearly all of the laws and regulations governing flight (Federal, state, and municipal) are applicable to "aircraft." Regardless of definitions, the present elaborately developed systems of regulation were designed to apply to conventional, fixed-wing type airplanes. Consequently, the helicopter has, by the technicality of a definition, become subject to an established system of regulation, much of which is foreign to its operating characteristics.

Because so much of the "airplane" regulation to which the helicopter is automatically subject is quite inappropriate for application to helicopter operation, one can properly say that the helicopter finds itself in its infancy in a regulatory thicket.

Unlike other forms of transportation which grew to maturity in the absence of any significant regulation, our problem with helicopters is not so much to keep from being overregulated too early as it is to establish the fact that the regulations applicable to conventional-type aircraft are, in many instances, wholly inapplicable to helicopter operations. Our necessity is to undertake a disengaging action—to become free from inapplicable regulations. If the regulations applicable to fixed-wing type aircraft are imposed upon helicopters, the result will arrest their development and retard the growth of this industry for many years.

Growing Production

In addition to the difficult problem of securing appropriate exceptions to the existing rules and regulations, the helicopter is going on the market in quantity at a time when there is a *growing* demand for more regulations of the fixed-wing type aircraft rather than less. This demand is based in part on safety and in part on other considerations. Helicopter manufacturers, operators, and pilots have, therefore, a dual task—namely, to secure appropriate exceptions from existing regulations where such exceptions are justified, and to prevent new and additional regulations applicable to fixed-wing types, but not to helicopters, from being applied to the latter.

The characteristics of helicopter operations which distinguish it so sharply from fixed-wing type aircraft are almost as striking as was the art of flight itself originally. The moving wing, *i.e.*, the rotor, has for the first time given flight a humming bird omnidirectional agility. Before laying claim to special treatment because of special operating characteristics, we must be prepared to demonstrate the existence of those characteristics fully. I shall mention in this article the most outstanding only.

1. The helicopter can hover in midair and can do so for an indefinite period. All fixed-wing types upon which existing safety regulations are based depend upon forward speed for support in the air. The moving wing is the remarkable achievement which has freed the helicopter from this serious limitation and has given it a heretofore undreamed of agility.

2. The helicopter shares with the automobile the ability to travel at any

speed from zero miles per hour to its maximum rate. It has no critical stall speed in the usual sense and can therefore slow down at will.

3. The helicopter can stop from a forward cruising speed in a very short distance. From a forward speed of approximately 70 miles per hour at sea level, for example, it can, under emergency conditions, arrest its speed and acquire a hovering stationery position in approximately 70 feet of forward advance from the time the emergency stop is undertaken. Probably not even an automobile can stop from such a speed in such a short distance.

4. In adjusting itself to traffic conditions, the helicopter's ability to fly sidewise or backwards or in any direction at adjustable speeds, coupled with its ability to ascend or descend either vertically or at any angle, places in the hands of the helicopter pilot an ability to meet traffic conditions which probably exceeds that of an operator of any other known vehicle, including the automobile. Just as an automobile driver can slow down to meet any traffic condition or condition of the highway, so a helicopter pilot can adjust his speed or attain a hovering position in order to meet any traffic condition or surface problem.

Additional Advantages

5. The helicopter can operate in and out of a space of very limited area. If necessary, it can land in an area very little larger than the diameter of its rotor, with or without power.

6. In the event of power failure, the helicopter can autorotate to a safe landing in an area very little larger than its own size. This is a complete innovation in the art of flight. Scattered throughout almost every town and city are open spaces where suitable emergency landings could be made *without preparation for the purpose.*

7. The helicopter needs no runways, should never use them, should avoid entry into conventional air traffic patterns (should be permitted to fly under them in certain cases), and should, so far as possible, stay below or outside the line of flight of conventional aircraft. If and when a helicopter goes to an airport, it will be going for business reasons—not because of operational necessity. In landing it should use a specially marked area set aside for the parking of helicopters, preferably on the side of the terminal building where the taxis, buses, and automobiles park.

The foregoing are some of the more important special operating characteristics which should be thoroughly understood by all persons responsible for regulation because no one can make intelligent rules in a vacuum or with misinformation.

L. Welch Pogue

One of the prime responsibilities of helicopter manufacturers, operators, and pilots is to disseminate this information so that it is adequately understood by all interested Federal, state, and municipal authorities. This is a large assignment. The alternative of regulation based upon ignorance and misinformation is, however, so serious as to leave no alternative.

Before analyzing more particularly some of the regulatory problems requiring attention, we should have in mind another class of laws and regulations enacted under the police powers of governments, commonly referred to as nuisance regulation. *It does not make so much difference whether a particular thing is in fact a nuisance; if a large enough segment of the public gets to thinking it is, the problem becomes acute.* Also there is always the danger that nuisance legislation may be enacted in the name of safety. This would be serious.

I believe that the nuisance problem can be largely avoided if the helicopter industry, operators, and pilots, all of whom taken collectively are as yet small in number, take it upon themselves to do an intelligent self-policing job in advance of all governments. If that is effectively done, there are excellent prospects that the great majority of the public will be convinced that here is truly a vehicle with many more advantages than disadvantages and one for which they should prepare their communities so that its maximum usefulness can be enjoyed. This, however, will require prompt, vigorous, continuous attention by all of these groups, namely, manufacturers, operators, and pilots.

Nuisance Problems

What are some of the nuisance problems? The principal one is noise. Fortunately rotor blades do not produce the noise that concerns us. The offending noise emanates from the motor exhaust. Mufflers are an absolute necessity for this low-flying, slow-flying vehicle which will do so much operating within municipal limits. In the opinion of all those with whom I have exchanged views, including many Federal, state and municipal authorities, there would be no single advantage which the helicopter could add to its present favorable position which would compare in importance with an effective muffler on the engine.

If a helicopter flies over a block of houses at a 400-foot altitude and is not heard inside the houses, you can imagine how few people would consider it a nuisance. But if every time it goes over the houses it interrupts conversation, awakens those who are sleeping,

A specially equipped Bell Model 47 helicopter on a crop spraying job.

annoys people using the telephone or listening to the radio, alarms the nervous, and agitates the fearful, it is bound to be regarded as a nuisance.

Eliminating the noise factor is probably even more important than any other regulatory problem in the book. If it can be eliminated, the public will accept the helicopter with such open arms as to make it possible to sweep away all resistance to its general acceptance on favorable terms.

There are other possible minor nuisance factors which could be mentioned, but which are insignificant when compared to the noise problem. Conservative flying, respect for the sensibility of others both on the ground and in the air, careful preparation and selection of landing areas so as to avoid unnecessary dust and rotor air wash and various other similar matters that might make the operation of a particular helicopter annoying, can all easily be handled if this small industry is alert enough to police itself.

Fortunately, good progress is being made in this direction. Manufacturers are alert to the problem and are not only insisting upon thorough, careful training of pilots, but are prepared to cooperate in a program of indoctrination of both operators and pilots to the end that each pilot and operator should realize that he is representing an important new industry when he operates his helicopter and that he should conduct himself at all times and under all circumstances in such a manner as to avoid endangering its future vigorous growth and development. To this end there is being prepared a helicopter code which it is hoped will go far toward maintaining the operation of helicopters on a high plane of courtesy and enlightened self-interest.

In summary, nuisance legislation need not develop if proper action is taken by those having control of the causes of this problem.

Up to date the Federal Government has been making good progress in the matter of recognizing the special characteristics of the helicopter. Part 06 of the Civil Air Regulations dealing with production type certificates and certificates of airworthiness for helicopters meets the basic requirements. Part 20 dealing with the qualifications of pilots has not yet been adapted to the qualifications required for helicopter pilots, but the Federal Government has in draft a special helicopter adaptation of this Part which it is expected will be circulated for comment shortly.

The same is true of Part 43 dealing with operating rules and prescribing, in particular, aircraft equipment. A new helicopter adaptation of this Part is also in draft and will be circulated for comment in the near future.

Part 60 dealing with air traffic rules has been and is of the most immediate importance so far as the Federal Government's regulatory activity is con-

Sikorsky Aircraft's four-place S-51, already a familiar sight on commercial airways.

CAB-Chairman James M. Landis (wearing hat) having his first helicopter ride in a Bell machine awaiting delivery to Helicopter Air Transport. Pilot is Joseph Mashman.

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cerned. A draft of regulation on this subject, dated January 17, 1947, was circulated for comment by the Safety Bureau of the Civil Aeronautics Board some time ago. This draft, for the first time, defined helicopters in such a way as to exclude all other types of aircraft and would permit helicopters to fly over congested areas of cities, towns, or settlements at less than the minimums prescribed for fixed-wing type aircraft (proposed to be 1,000 feet above the highest obstacle within a radius of 2,000 feet of the aircraft) "whenever the flight path of the helicopter over such areas is such that in the event of the failure of a power unit, an emergency landing can be effected without undue hazard to persons or property on the surface."

The draft also would permit helicopters to fly below 700 feet above the surface outside of control zones with a flight visibility of less than one mile (which is required for fixed-wing types) "if operated at a reduced speed which will give the pilot of the helicopter adequate opportunity to see and to avoid other air traffic or any obstacle to flight in time to avoid any hazard of collision." In this particular air space, *i.e.*, below 700 feet above the surface outside of control zones, no conventional-type aircraft would normally be operating when visibility was less than one mile. So far as is known, there has been no serious objection registered with the CAB to this draft modification of Part 60 and it is hoped that it will be adopted by the CAB in the near future.

Existing Ordinances

There are presently on the books of numerous states and municipalities an unknown number of laws, ordinances, and regulations applicable to aircraft, most of which were taken from Federal sources. Unfortunately, they cannot be changed as expeditiously as Part 60 of the Civil Air Regulations referred to above.

For the immediate future and before a long-range regulatory program can be placed in effect, the problem seems

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to be one of proper education of state and municipal authorities in particular cases in order to secure temporary relief to permit the operation of the helicopter. This is not ideal, of course, but no solution within practical reach is ideal in this complicated field.

Admittedly some safety regulations applicable to helicopters will be required. As a long-range matter, who should make them? Clearly, the Federal Government, in the interest of the safety of interstate air commerce, will continue to regulate helicopter flights as necessary. This is because theoretically anyone in the air is potentially a hazard to interstate flight. He actually becomes such in case he is in interstate flight, or does not stay clear of interstate flights, or gets lost, or is careless.

It has been held that under existing law the CAB has power to provide, by regulations, that no persons shall pilot a civil aircraft in the United States without valid Federal pilot and airworthiness certificates. Part 60 of the Federal Civil Air Regulations dealing with air traffic rules will necessarily be applicable either directly or contain exceptions so far as helicopters are concerned.

It is well recognized that in a field where the Federal Government has the proper constitutional authority and the proper enabling Federal legislation, its duly promulgated regulations are controlling and take precedence over inconsistent state and local laws and regulations. It is, of course, entirely possible to have valid state and local laws and regulations which are not inconsistent with the Federal regulations. These state and local laws and regulations are based upon the so-called police power of the states. Because of the fact that the helicopter is a slow-flying, low-flying, essentially short-range vehicle (at least

Bendix Model K

for the present), it may well be held that it falls within the police power referred to. Let us suppose that that is the case and that we have many differing state laws and many more differing municipal ordinances which, while not inconsistent with the Federal regulations, have to be observed by all helicopter operators.

In such a state of affairs, the first problem is to face the fact that when a multitute of local regulations are made by many different people, none of whom are experienced in helicopter operation or familiar with its operating characteristics, the results are certainly going to be little less than chaotic. In the second place, a much more serious concern will be that a helicopter pilot contemplating a trip across the country on which he will be visiting several states and many municipalities, will have the almost impossible task of reading all the varying state and municipal laws, rules and regulations before he starts his trip—but he can't read them without first obtaining them.

Does he write to each separate state and each separate municipality and wait for a reply? When does he know that he has the most recent amendments of ordinances and laws? Or is he obliged to subscribe to some very expensive looseleaf service and read, in as many different places as he intends to visit, the separate rules and regulations applicable in that particular area?

Pilot's Puzzle

In any event, if each of these jurisdictions is to make its own independent regulations, the helicopter pilot must remember which ordinance, law, or regulation applies to each particular town when he arrives there. The impossibility of keeping a mass of differing information clearly in mind is obvious. With the best of intentions, it would take something more than a Philadelphia lawyer to master such an assignment. Without further illustration, it can be seen that chaos will develop unless some means can be devised to provide the helicopter pilot with the means of learning his rules and regulations from one source,

Firestone Model 45

in the most simplified manner and with a minimum of duplication.

Theoretically, it would seem that country-wide helicopter rules designed primarily for the protection of interstate commerce flights of all types of aircraft, supplemented by any necessary state and local rules designed to meet special local conditions, should all be made around a common council table with Federal, state, and local authorities, all represented and under arrangements which would make available at one source all of the regulations needed. Although our constitutional governmental organization may not entirely meet this theoretical need, it is believed that substantially the same results can be obtained through cooperation between the Federal Government and the states and municipalities This, however, not only requires cooperation be-

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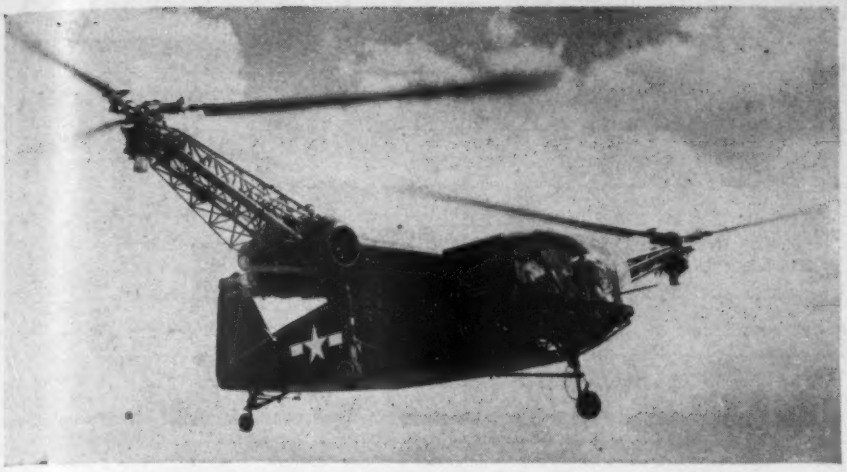

McDonnell's twin-engined XHJD-1 during a recent test flight.

tween the Federal Government on the one hand, and the state and municipalities on the other, but it also requires cooperation between the states and the municipalities.

There is every practical reason for adopting the following very broad governing principles in the establishment of long-range helicopter regulation:

1. Permit helicopters to operate outside of control zones and control areas and below altitudes generally regarded as a minimum for fixed-wing types, with a maximum of freedom from regulation. The operational characteristics of the helicopter entirely justifies this course of action Only in this manner will the possibilities of this new industry be capable of realization. (Within control zones, helicopters should be permitted to operate without individual special clearances for each flight within sectors and under height limitations where experience shows the arrangement to be safe.)

2. Use every precaution to insure that such safety regulations as are necessary are made by competent technical experts who know their business thoroughly. In the field of safety nothing less than experts should be permitted to make decisions and obviously persons not qualified to do so will not always be acting in the interests of safety no matter how hard they try.

3. Reduce to one basic source the place where helicopter operators and pilots must go to secure the final up-to-date information as to what safety rules and regulations control their operation.

4. Arrange for the close cooperation between the Federal Government and the state governments possibly through the National Association of State Aviation Officials in the making by the Civil Aeronautics Board of country-wide rules or (what is the same thing) exceptions to existing "aircraft" rules.

5. Arrange for close cooperation between the Federal Government and municipal authorities in the making by the Administrator of Civil Aeronautics of any necessary local safety flight patterns and rules which are required by local conditions.

It is believed that an understanding of the characteristics of helicopter operations and of the inherited regulatory machinery will be convincing proof that the foregoing general principles are sound; and that there is no easy alternative course other than to follow these principles faithfully. If that is done, we will not only have wise regulation to the

(Concluded on Page 40)

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All American Aviation[1]	210 Greenhill Ave., Wilmington 99, Dela.	Robert M. Love	David L. Miller, Traffic Mgr.	Penn., W. Va., Ohio, Ky., N. Y., Dela.												2	7									
American Airlines	100 E. 42nd St., N. Y. 17, N. Y.	Ralph S. Damon	F. D. Miller, Dir. of Cargo Sales	Ariz., Ark., Calif., Conn., Ill., Ind., Ky., Md., Mass., Mich., Mo., N. J., N. Y., Ohio, Okla., Pa., R. I., Tenn., Tex., Va., W. Va., Wis., Wash., D. C.	Mexico, Canada	√	√	√	73	49	12								37				100			
American Overseas Airlines	100 E. 42nd St., N. Y. 17, N. Y.	C. R. Smith	John G. Harvey, Mgr., Cargo-Liaison		Newfoundland, Iceland, Scotland, Eire, England, Norway, Sweden, Holland, Germany, Denmark, Finland		√		3	11		7								8					
Braniff International Airways	Love Field, Dallas, Texas	T. E. Braniff	M. L. Anderson, Air Mail-Cargo Mgr.	Tex., Okla., Kan., Iowa, Ill., Colo., Ark., Mo., Tenn.	Mexico. See footnote [2]	√		√	20	10									6							
Capital Airlines	Washington National Airport, Wash. 1, D. C.	C. Bedell Monro	John Eichner, Cargo Mgr.	N. Y., Penn., Ohio, Mich., Ill., W. Va., Va., Wash., D. C., N. C., Tenn., Ala., Md., Wis.		√		√	27	21													20			
Chicago & Southern Air Lines	Municipal Airport, Memphis 2, Tenn.	Carleton Putnam	E. A. J. Fay, Mgr. Cargo Traffic-Sales	Mich., Ohio, Ind., Ky., Tenn., Mo., Ark., Ill., Miss., La., Tex.	Cuba	√	√		12	4													10			
Colonial Airlines	630 Fifth Ave., N. Y. 20, N. Y.	Sigmund Janas	William D. Barrington, Cargo Mgr.	N. Y., Vt., Penn., Md., Wash, D. C.	Canada	√[3]		√	15	2																
Continental Air Lines	Stapleton Field, Denver, Colo.	Robert F. Six	John A. Smith, Cargo Sales Mgr.	Mo., Kan., Okla., Tex., N. M., Colo.		√		√	12														5			
Delta Air Lines	Municipal Airport, Atlanta, Ga.	C. E. Woolman	Paul W. Pate, Cargo-Mail Traffic Mgr.	Ill., Ind., Ohio, Ky., Tenn., N. C., S. C., Ga., Fla., Ala., Miss., La., Tex.		√		√	19	7													10[4]			
Eastern Air Lines	10 Rockefeller Plaza, N. Y. 20, N. Y.	E. V. Rickenbacker	E. E. Skinner, Cargo Mgr.	Ala., Conn., Fla., Ga., Ill., Ind., S. C., N. C., Va., Ky., La., Md., Mass., Mo., Mich., Tex., W. Va., N. J., N. Y., Ohio, Penn., R. I., Tenn., Wash., D. C.	Puerto Rico	√	√	√	53	19		6														8
Empire Air Lines	P. O. Box 268, Boise, Idaho	Joe Lux		Idaho, Wash., Ore.										5												
Florida Airways	P. O. Box 591, Orlando, Fla.	M. D. Holman (Acting)	Oscar Bergstrom, Traffic Mgr.	Fla.		√										3										
Mid-Continent Airlines	102 E. 9th St., Kansas City 6, Mo.	J. W. Miller	T. B. Gilmore, Cargo-Mail Supt.	N. D., S. D., Minn., Iowa, Neb., Mo., Okla., Ark., Tex., La.		√			14																	
Monarch Air Lines	Stapleton Field, Denver, Colo.	H. S. Darr	C. A. Myhre, Traffic Mgr.	Colo., N. M., Utah		√			5																	
National Airlines	3240 N. W. 27th Ave., Miami 37, Fla.	George T. Baker	O. M. Foxworth, Jr., Cargo Mgr.	N. Y., N. J., Penn., Va., N. C., S. C., Ga., Fla., Ala., Miss., La.	Cuba	√	√			7					12				4							
Northeast Airlines	Logan Airport, Boston, Mass.	Paul F. Collins	Harry J. Cooper, Cargo Sales Mgr.	Me., Vt., N. H., Mass., Conn., R. I., N. Y.	Canada	√	√		11	3																
Northwest Airlines	1885 University Ave., St. Paul 1, Minn.	Croil Hunter	F. R. Erickson, Mail-Express Mgr.	N. Y., N. J., Mich., Ill., Wis., Minn., N. D., S. D., Mont., Ore., Wash., Alaska	Canada, Aleutians, Japan, China, Korea, Philippines[5]	√	√[5]		22	18										10				10	25		
Pan American-Grace Airways	135 E. 42nd St., N. Y. 17, N. Y.	Harold J. Roig	*(To Be Appointed)*		Panama, Colombia, Ecuador, Peru, Bolivia, Chile, Argentina, Brazil		√	√	15	6	1								2							
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Pioneer Air Lines	Municipal Airport, Houston 12, Tex.	Robert J. Smith	H. Grady Chandler, Gen. Traffic Mgr.	Texas		√		√	9																	
Southwest Airways	1414 Westwood Blvd., Los Angeles, Calif.	John H. Connelly	Lee Shaddell, Cargo Mgr.	Calif., Ore.		√		√	11																	
Trans World Airline	101 W. 11th St., Kansas City 6, Mo.	LaMotte T. Cohu	R. E. Whitmer, Dir. Cargo-Sales	Mass., N. Y., N. J., Wash., D. C., Penn., W. Va., Ohio, Mich., Ind., Ill., Md., Kan., Tex., N. M., Nev., Calif.	Newfoundland, Eire, France, Switzerland, Portugal, Spain, Italy, Greece, Algeria, Tunisia, Libya, Egypt, Palestine, Saudi Arabia, India	√	√	√	77	9		19	5													4
United Air Lines	5959 S. Cicero Ave., Chicago 38, Ill.	W. A. Patterson	M. P. Bickley, Mgr. Cargo Sales	Mass., Conn., N. Y., N. J., Penn., Ohio, Mich., Ind., Ill., Wis., Iowa, Neb., Colo., Wyo., Utah, Idaho, Wash., Ore., Calif., Nev., Wash., D. C.	Hawaii, Canada	√	√[7]	√	69	23	9							1	35	7				50		
Western Air Lines[9]	135 S. Doheny Drive, Beverly Hills, Calif.	Terrell C. Drinkwater	Arthur C. Smith, Cargo Traffic Mgr.	Ariz., Calif., Colo., Idaho, Minn., Mont., Neb., Nev., Ore., S. D., Utah, Wash., Wyo.	Canada, Mexico	√	√	√	13	11													10			
E. W. Wiggins Airways[8]	Norwood, Mass.	Joseph Garside	Robert Jerrett, Jr., Traffic-Sales Supt.	Conn., Mass., R. I., N. H., Vt.																						

[1] Flies mail and express exclusively.
[2] Braniff is authorized by the CAB to extend its routes through the Houston gateway to Cuba, the Canal Zone, Argentina, [illegible] City and Monterrey. The international service has not as yet been inaugurated.
[3] Cargo is flown on space-available basis.
[4] Contract for 10 more [illegible]
[5] Equipment includes that of associated companies, with the exception of Panagra.
[6] United has air freight agreements with KLM and [illegible]
[7] Equipment figures include that of Inland Air Lines, WAL subsidiary.
[8] See Western Air Lines.

[REG. U. S. PAT. OFF.]

Forty-three new airport cities and a substantial number of rate reductions are contained in Tariff No. 9, CAB No. 64, according to an announcement made by the Air Express Division of Railway Express Agency. REA explained that the changes and rate-slashes came after recomputations of airline mileage. Typical reductions are those on the Chicago-to-Seattle-Tacoma run, with the air express rate on a five-pound shipment cut 11 cents, and on a 100-pound shipment $3.07.

* * * * *

Reduced packaging and crating costs have prompted the Lockheed Aircraft Corporation to offer customers a 25 cents per cubic foot rebate on all parts air-shipped to the buyer. At the present time, this rebate applies only to domestic shipments. A large part of Lockheed's air shipments is being carried by the Flying Tigers, California Eastern, and Slick.

* * * * *

A dozen of the nation's top shipping centers are now being served directly by coast-to-coast airfreighters of American Airlines. With the exception of Saturdays, Sundays and holidays, AA DC-4s are offering daily overnight service to the West Coast.

Leaving Boston at 8:10 p.m. (EST) and New York at 10:10 p.m. (EST), the cargoplanes touch Philadelphia, Washington, Cincinnati, Indianapolis, Chicago, Tulsa, Dallas, and Los Angeles. Arrival time at Los Angeles is 3.50 p.m. (PST). The return flight, leaving Los Angeles at 10:30 p.m. (PST), serves Tulsa, St. Louis, Chicago, Indianapolis, Cincinnati, Philadelphia, Newark, and New York (7:40 p.m., EST).

A new air freight service with DC-4 cargoplanes leaves New York at 6:10 p.m. and arrives in Boston 70 minutes later.

* * * * *

Now that the scheduled airlines have awakened to air freight, they're moving heaven and earth to boost what probably will become the air transport industry's biggest money-getter. Last month a dozen-and-a-half of these lines were named as participating carriers in consolidated air freight tariffs filed with the Civil Aeronautics Board. If approved, these new tariffs, which comprise uniform rules and regulations for the handling of air freight on a nation-wide basis, will become effective the first of next month.

Not all of the 18 airlines are presently in the air freight field. For some it will be the first step—and, it's about time. Others, like American and United, are old-timers.

Air Cargo, Inc., officials have pointed out that the new consolidated tariff will provide the shipping public with complete information, facilitating the speedy movement of cargoes and furnishing a very definite service which shippers would appreciate. A general uniformity of rules will be set up, with few exceptions for the account of certain participating carriers due to prevailing differences in equipment, territory served, and other elements, based upon public releases by officials of various air carriers. Said the ATA:

"Lacking in the initial publications was a rate tariff which must be filed in the fairly immediate future in order to become effective August 1. It is anticipated that the rate tariff, when filed, will contain substantial reductions of more than 25 percent below present air freight rates."

Named in the new tariffs are: American, Braniff, Capital, Chicago and Southern, Colonial, Continental, Delta, Eastern, Inland, Mid-Continent, Monarch, National, Northeast, Pioneer, Southwest, TWA, United, and Western.

Earlier in the month, American, Braniff, Eastern, TWA, and United had issued notices of having filed new air freight rate structures calling for rate slashes approximating 25 percent, effective August 1.

* * *

The Dutch Government has lifted air freight embargoes to the Near, Middle, and Far East. This ties in with the addition of a weekly all-freight flight (New York to Amsterdam) to KLM's regular five weekly flights. Connections for the Batavia route are made in Amsterdam. The

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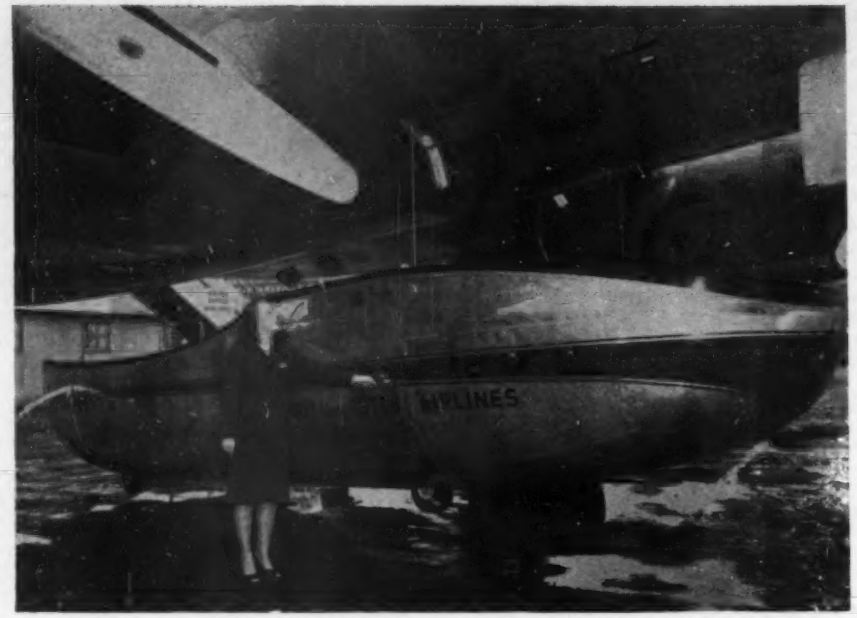

Stewardess June Bottorff shows how one of the Lockheed Speedpak cargo "canoes" fits easily to the underside of a KLM Constellation. The Dutch airline recently took the Speedpak on its first transatlantic crossing to undergo flight tests on the 9,000-mile Amsterdam-Batavia route.

latter service includes stops at Cairo, Basra (with Baghdad as a weekly alternate), Karachi, Calcutta, Bangkok, and Singapore.

Meanwhile, KLM has taken the new Lockheed-made cargo container, Speedpak *(See May, 1946,* AIR TRANSPORTATION) on its first transatlantic hop. Speedpak, which fits to the underside of a *Constellation,* like a baby kangaroo to its mama, permits (1) an increase in payload and (2) more cubic area for cargo aboard the aircraft itself. Installing the 1,700-pound container takes but two minutes, which is a heavenly blessing in any cargo man's language. Gross weight of freight-filled Speedpak is something like five tons. According to Lockheed officials, a fully-loaded Speedpak will affect the cruising speed of the 300-mile-an-hour *Connie* by only 10 miles an hour.

We hear from Eastern Air Lines that it will install Speedpaks in its entire fleet of new-tvpe *Connies.*

* * *

Seaboard and Western Airlines has inaugurated direct air freight service between Switzerland and the United States, according to an announcement made by Rohner, Gehrig and Company, shipping agents. On its first trip from Switzerland an S&W DC-4 brought to Newark Airport a cargo consigned to Rohner, Gehrig, by the Swiss forwarding firm of John Im Obtrsteg. Included in the cargo were watches, ribbon, textiles, ladies' wear, hat braids, pharmaceuticals, and other mismellaneous articles. Heading Rohner, Gehrig's air freight department is S. J. Graziano.

* * *

Orders from the doctor!—That's the reason Pan Am's vice president and general traffic manager, V. E. Chenea, has given up working full-time for the airline. Chenea has not dropped Pan Am altogether; he will continue as traffic consultant on a part-time basis.

* * *

With flying apparel salesmen on its mind, Western Air lines now permits these notorious bag-luggers to carry samples with them as personal baggage. Now sample dresses, robes, coats, and garments of a similar nature, can be carried on hangers in the plane. Samples are weighed at the airport, and poundage over the 40-pound personal baggage limit is at the regular excess baggage rate. Flying these samples on hangers saves re-pressing them later.

* * *

Pan Am recently flew what it believes was the heaviest piece of machinery ever to take to the air as cargo—a six-ton steamship propeller shaft. (Sea-air?) The cargoplane was loaded at Oakland, California, and carried to Cristobal, Canal Zone, for installation in the *S. S. Joseph R. Parrott,* a crippled steamer in the service of the West Indian Fruit and Steamship Company.

The *Parrott,* a railroad car ferry, broke one of its twin propellers while en route from San Francisco to West Palm Beach. It limped into Panama on one propeller. It was estimated that the loss to the company while the steamer was out of commission came to $2,000 a day. No need to emphasize how air freight completed this picture.

* * *

Says a recent analysis from one of Standard and Poor's Industry Surveys:

"The airlines may be ruled out as competitors for such bulk items as coal, ore, and building materials. However, they seem likely to become formidable competitors for certain types of cargo—such as perishables—and there is good reason to believe that they will make steady inroads into the railroads' less-than-carlot business.

"Air cargo business is destined to become a much more important source of revenue than heretofore. Practically all scheduled lines now carry freight but, with the average rate around 22 cents a ton-mile in 1946 (basic rate 26 cents, competition is keen from the numerous non-scheduled carriers, some of which have basic rates as low as 13 cents a ton-mile."

Air freight rates will tell a different story this year.

* * *

Douglas Aircraft reports the completion of research on the first self-refrigerated transport plane. Interesting to note is that the new design will permit half the plane to be cooled while the other half is kept at normal or even warm temperature.

It was United Air Lines which first suggested the idea to Douglas engineers. Conversion of Army C-54s into refrigerated cargoplanes can have significant bearing on the future business of transporting fresh fruit and vegetables by air. Main purpose of the divided cabin is to allow maximum load utilization. It is estimated that power installation and insulation adds about one percent to the gross weight of 63,000 pounds of the plane.

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Air express shippers of 100 pounds and over can take advantage of United's and Pan Am's new rate of 57 cents per pound from Los Angeles and San Francisco to Honolulu and intermediate points. There has been no reduction of the 71-cent per pound rate for shipments of less than 100 pounds.

* * *

There's need to develop the air cargo business between the countries of Europe and South America, and recognition of this prompted the second Europe-South America Route Conference of the International Air Transport Association to agree upon an experimental period during which special reduced cargo rates will go into effect. Reaping most of the benefit will be those commodities which do not ordinarily go by air. This is a test which will bear close watching.

* * *

Here's a short air mail story told in statistics. The figures below represent the weights of air mail transported across the Atlantic between the year 1939 and 1946. They do not include air mail for the United States forces abroad.

1939	74,658 pounds
1940	205,046 pounds
1941	348,294 pounds
1942	328,421 pounds
1943	286,654 pounds
1944	99,875 pounds
1945	348,113 pounds
1946	842,095 pounds

More than a half-million pounds of mail were flown across the Atlantic during the period beginning January 1, 1947, and ending May 15. Which certainly points to a smashing new record.

How is the scheduled airlines' air freight business going? Well, the January-April, 1947, figures are quite pregnant with meaning. In the same four-month period of 1946, the ATA tells us, air freight ton-miles totaled 2,119,135. Comparison of the year-old figure with the new has shown an increase of 294 percent. The actual ton-mile count for January-April of this year was 8,356,011.

Air express went up, too. But hardly to such proportions. However, all considered, the jump was not inconsiderable. Air express went up from 5,901,437 ton-miles in January-April, 1946, to 9,295,403 ton-miles in January-April, 1947—an increase of 57½ percent.

The May and June statistics were not available at presstime, but cargo men are optimistic. Optimism is helped along by the addition in May of 27 more aircraft (among them DC-6s and new-type *Constellations)* to the fleet of the scheduled airlines.

* * *

Expected in August is *World Guide, The Standard Air Cargo Shipping Reference,* the output of Ray Grant, formerly air cargo traffic manager for Western Air Lines. Published in two editions—Domestic and International—it will also be available in a Universal Edition which contains both books in a single volume. The *World Guide,* which provides rates, rules, references, index of stations, equipment, engineering, etc., is bound in a loose-leaf fabrikoid binder, allowing for revisions. It will contain some 750 pages. Associated with Grant in publishing this comprehensive air cargo reference work is Rayner Olk, formerly with Lockheed's Sales Research Department.

Local firms in more than a score of cities have contracted with Eastern Air Lines for pick-up and delivery services. Following is a list of 21 trucking companies which have agreed to pick up and deliver air freight in their respective areas:

Atlanta	Atlanta-New Orleans Freight Co.
Baltimore	Airlines Freight and Express Co.
Boston	E. A. Wildes Co.
Chattanooga	Merchants Delivery Service, Inc.
Chicago	Wings and Wheels Express, Inc.
Columbia, S. C.	W. R. Jackson
Columbus, Ga.	Burnham Van Service
Corpus Christi	M. J. Tilley
Dothan, Ala.	R. F. Kelley
Houston	Southwestern Transfer and Storage Co.
Huntsville, Ala.	Alabama Truck Lines
Jacksonville	Elder Moving and Storage Co.
Memphis	Patterson Transfer Co.
Mobile	Campbell Airport Service
Nashville	Tennessee Cartage Co., Inc.
New Orleans	Airborne Freight, Inc.
New York	People's Express Co.
Newark	People's Express Co.
Philadelphia	Highway Express Lines, Inc.
Richmond	Richmond Airfreight Terminal
Vero Beach, Fla.	L. Bell

* * *

Some air cargo notes: Forty-eight kegs containing gold valued at more than $21,000,000 were flown to New York from Buenos Aires. The gold was shipped by the Central Bank of Argentina to the Federal Reserve Bank of New York to establish a dollar exchange for purchasing American goods. . . . Eastern Air Lines recently flew from Newark to Miami a record one-shipment cargo of 185 cartons containing Emerson radios and radio-phonographs. Weight was almost 4½ tons. Part of the cargo was stowed in the new Speedpak attachment. REA handled the shipment. . . . Western Air Lines reports an increase of 285 percent in air freight carried in May, 1947, as against May, 1946.

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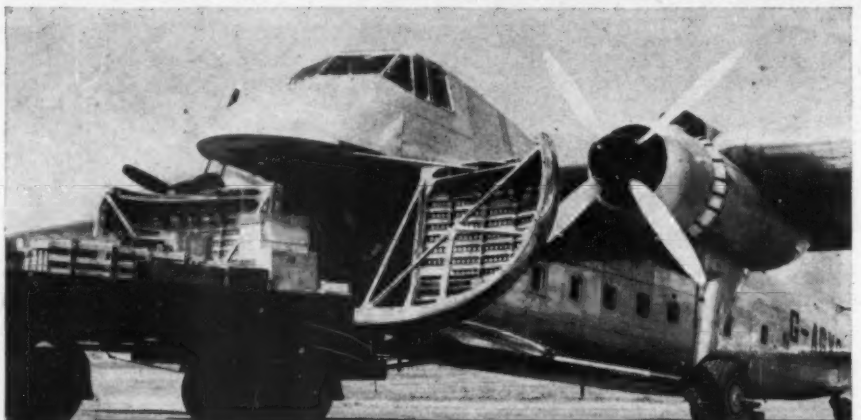

The Bristol Freighter which recently returned to England after a tour of the Middle East. Its payload is 4½ tons and operating cost said to be 10 cents per pound per 1,000 miles. The Freighter's greatest potential is as a short-haul transport.

AUSTRALIA

The Australian Government has voted $3,136,250 for the production of gas turbine engines. According to official sources, the Government will pay the Rolls-Royce Company of England $162,500 for the right to manufacture the engines in Australia in addition to a royalty for each engine built.

Meanwhile, the Government is planning to switch the carriage of all air mails to Government-owned services. At the present time Australian National Airways and other subsidized privately operated services are carrying some mails. Trans-Australia Airlines will get an exclusive contract after the present contract, which has several years to run, expires.

BELGIUM

First airline to offer competition to Sabena over its Brussels-Belgium Congo route is Sobelair, which is operating DC-3s. Costermansville and Elisabethville are alternate Belgian Congo terminals.

BELGIAN CONGO

This is the month that the improved Libenge Airport begins operations. It will be of particular value to Sabena which will drop its Kano, Nigeria stop on the Brussels-Belgian Congo run. Libenge has a runway 6,562 feet long.

Newest airlines operating on internal routes are Service des Transports Aeriens Regionaux, with headquarters at Costermansville; and Aeromas, a subsidiary of a large trucking company, with headquarters at Elizabethville.

ENGLAND

The Bristol *Freighter*, which recently returned from its 20,000-mile demonstration tour of the Middle East, flew every day for two weeks for the Iraq Petroleum and Anglo-Iranian Oil Companies. Its cargoes varied from loads of well-head machinery to a three-ton cargo of empty beer bottles and a mixed load of 150 cases of gin and 50 cases of baby foods.

FRANCE

The SO-30-R, a new stratosphere plane, has passed ground tests at the Havre factory of the Societe Nationale de Construction Aéronautique du Sud-Oest. This new

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twin-engine aircraft is all-metal. It will be able to accommodate 30 passengers by day and 16 by night. Planes of this type will replace the familiar DC-3s on all Air France routes.

CANADA

The International Air Transport Association has estimated that air traffic among countries will more than triple in the next five years. International air travel amounted to 3,000,000,000 passenger-miles in 1946, with American airlines carrying roughly half the total. It is estimated by the IATA that by 1952 the annual volume will be "considerably in excess of 10,000,000,000 passenger-miles."

Domestically, Canada's third largest airline, Central Northern Airways, with a ton-and-a-half mail flown from Lac du Bonnet to Bissett, Manitoba. Central Northern recently took over all aircraft, airfields, and Northen facilities Canadian Pacific Air Lines, which is withdrawing from "bush" operations. George H. Sellers heads CNAL.

DENMARK

Beldringe Airport, Odense, which was built by the occupying Nazi troops, and now administered by the Danish Ministry of the Interior, will be taken over by the Ministry of Transport and Public Works. It is understood that the latter Ministry will expand Beldringe to accommodate bigger transport aircraft.

ITALY

The following airlines are now operating out of Linate Airport, Milan: Linee Aeree Italiane, Avio Linee Italiane, Airone, Teseo, Transadriatica, and Societa Italiana Servici Aerei. It is reported that Avio Linee Italiane and Air France have reached agreement to provide reciprocal services on the Rome-Paris route.

RUMANIA

Soviet-Rumanian Air Transport has inaugurated domestic services. It is reported from Bucharest that the Government is negotiating with Czechoslovakia for a permit to operate a service between the Rumanian and Czech capitals.

SWITZERLAND

Swissair has inaugurated a weekly Geneva-Cairo service, using 44-passenger DC-4s. A temporary air transport agreement has been reached by the Swiss and Egyptian Governments, similar to the ones granted to France, Netherlands, Iran, and Ethiopia.

TRANSPORT TIDINGS

Charles H. Dolson (holding paper), new operations manager of Delta Air Lines, meeting for the first time with his operations staff since the fatal accident of the DAL survey plane which took the lives of Vice-President-Operations George Cushing and seven key employees. Above are: (seated, left to right) T. P. Ball, new chief pilot; Dolson; Jack S. King, new chief flight superintendent; and (standing, left to right) Fred Herschelman, chief inspector; J. F. Nycum, chief engineer; C. B. Wilder, new superintendent of stations; G. J. Dye, superintendent of maintenance; L. G. Rodefield, new superintendent of communications; John L. Sutton, superintendent of passenger service; and William L. Miller, superintendent of stores.

Colonial Bermuda Schedules

Schedules for new air services starting August 1 between New York and Bermuda and Washington and Bermuda have been filed with the Civil Aeronautics Board by Colonial Airlines. There will be daily flights departing from New York at 8:00 a.m., with an added flight on Friday at 11:00 a.m. Two departures weekly from Washington are scheduled: at 1:00 p.m. Sundays and 6:00 p.m. Fridays.

New ATA Member

Challenger Airlines is the latest certificated airline to become a member of the Air Transport Association. Serving four Rocky Mountain states—Montana, Wyoming, Colorado, and Utah—the airline is headquartered at Salt Lake City, Utah.

Formerly known as Summit Airways, Challenger is headed by George W. Snyder, Jr. Other officers are Harold A. Covey, vice president-traffic; George J. Forbes, vice president-finance; C. Allen Elggren, secretary-counsel; C. M. Christensen, treasurer; and Gordon M. Christensen, assistant treasurer. The addition of Challenger brings the ATA membership to 33 certificated airlines.

C&S Cuts Midweek Fares

A new wrinkle in air transportation—the cutting of midweek round trip fares—has been effected by Chicago and Southern Air Lines. Here's how it works:

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day on both the going and the returning portion of his trip. The tickets remain valid for a period of 16 days from date of commencement of passage. Initially the fares apply only between the following designated pairs of cities: Chicago-Memphis, Chicago-Jackson, Chicago-New Orleans, St. Louis-Memphis, St. Louis-Jackson, St. Louis-New Orleans, Memphis-Jackson, Memphis-New Orleans, Jackson-New Orleans, and Houston-Shreveport.

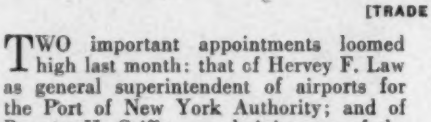
NWA Orient Runs July 15

Beginning July 15, Northwest Airlines will begin its long heralded service across the North Pacific to the Orient. Following is a comprehensive list of passenger rates, one way and round trip, between 28 American and four Far East points:

	Tokyo $	Seoul $	Shanghai $	Manila $
Aberdeen				
One way	716.10	741.10	766.10	792.10
Round Trip	1,302.20	1,347.20	1,392.20	1,439.00
Billings	688.80	713.80	738.80	764.80
	1,247.60	1,292.60	1,337.60	1,384.40
Bismarck	709.30	734.30	759.30	785.30
	1,288.60	1,333.60	1,378.60	1,425.40
Bozeman	681.65	706.65	731.65	757.65
	1,233.30	1,278.30	1,323.30	1,370.10
Butte	678.15	703.15	728.15	754.15
	1,226.30	1,271.30	1,316.30	1,363.10
Chicago	744.00	769.00	794.00	820.00
	1,358.00	1,403.00	1,448.00	1,494.80
Detroit	756.60	781.60	806.60	832.60
	1,383.20	1,428.20	1,473.20	1,520.00
Duluth	735.25	760.25	785.25	811.25
	1,340.50	1,385.50	1,430.50	1,477.30
Fargo	719.40	744.40	769.40	795.40
	1,308.80	1,353.80	1,398.80	1,445.60
Grand Forks	722.85	747.85	772.85	798.85
	1,315.70	1,360.70	1,405.70	1,452.50
Great Falls	681.70	706.70	731.70	757.70
	1,233.40	1,278.40	1,323.40	1,370.20
Helena	678.15	703.15	728.15	754.15
	1,226.30	1,271.30	1,316.30	1,363.10
Jamestown	714.65	739.65	764.65	790.65
	1,299.30	1,344.30	1,389.30	1,436.10
La Crosse	736.30	761.30	786.30	812.30
	1,342.60	1,387.60	1,432.60	1,479.40
Madison	741.80	766.80	791.80	817.80
	1,353.60	1,398.60	1,443.60	1,490.40
Miles City	696.15	721.15	746.15	772.15
	1,262.30	1,307.30	1,352.30	1,399.10
Milwaukee	744.00	769.00	794.00	820.00
	1,358.00	1,403.00	1,448.00	1,494.80
Minneapolis	730.40	755.40	780.40	806.40
	1,330.80	1,375.80	1,420.80	1,467.60
Missoula	672.30	697.30	722.30	748.30
	1,214.60	1,259.60	1,304.60	1,351.40
New York	780.15	805.15	830.15	856.15
	1,430.30	1,475.30	1,520.30	1,567.10
Portland Via UAL to Seattle	656.90	681.90	706.90	732.90
	1,183.80	1,228.80	1,273.80	1,320.60
Rochester	733.85	758.85	783.85	809.85
	1,337.70	1,382.70	1,427.70	1,474.50
St. Paul	730.40	755.40	780.40	806.40
	1,330.80	1,375.80	1,420.80	1,467.60
Seattle-Tacoma	650.00	675.00	700.00	726.00
	1,170.00	1,215.00	1,260.00	1,306.80
Spokane	663.40	688.40	713.40	739.40
	1,196.80	1,241.80	1,286.80	1,333.60
Wenatchee	656.60	681.60	706.60	732.60
	1,183.20	1,228.20	1,273.20	1,320.00
Winnipeg	729.45	754.45	779.45	805.45
	1,328.90	1,373.90	1,418.90	1,465.70
Yakima	656.60	681.60	706.60	732.60
	1,183.20	1,228.20	1,273.20	1,320.00

[TRADE MARK]

TWO important appointments loomed high last month: that of Hervey F. Law as general superintendent of airports for the Port of New York Authority; and of Bennett H. Griffin, as administrator of the Washington National Airport. Griffin succeeds Law who resigned his Washington post to come to New York.



Hervey F. Law Bennett H. Griffin

The new Port of New York Authority airports man is often referred to as the best-known airport manager in the country. As head of the Washington National Airport he built up an enviable reputation. He is credited with having increased the income of the only Federally-owned and operated commercial airport in the United States from $443,000 a year in 1943 to $838,000 last year. In 1946 he won the Haire Award for the best operated terminal airport.

Law began his professional career in transportation three decades ago as a civilian instructor for the Aviation Section, United States Army Signal Corps. (In 1914 he built his own glider and soloed in it.) He has lectured on airport problems at New York University, Brooklyn Polytechnical Institute, and American University.

With the Bureau of Air Commerce, the Civil Aeronautics Authority, and the Civil Aeronautics Administration from 1933 to the time he took over the reins at Washington National Airport, he served as supervisor of airports in the First Region, which includes 13 Eastern states. While manager of the airport in Washington, he served as airport consultant to various United States Government and Washington officials.

Griffin is no baby in aviation. He has been in it since 1917 when he served as a pilot with the United States Army Air Corps in France and Italy. He will be remembered for his 1932 flight to Berlin with Jimmy Mattern, which established a nonstop record still unbroken.

When he left the Air Corps in 1919, Griffin turned to aviation as a profession. He was a sales executive of the Nebraska Aircraft Corporation, owned and operated a flying service at Oklahoma City, and when the latter was sold to Curtiss-Wright, he acted as operations manager of the base for three years.

He turned up as a CAA aeronautical inspector in 1933, and two years later was assigned as aeronautical development expert at Indianapolis in charge of experimental work on ILS. There followed other important jobs until September, 1946, when he entered military service. Assigned to the ATC, he set up and supervised the training of air transport crews. Later he became an air inspector, piloting big transports to ATC bases throughout the world. He holds a Command Pilot rating and an Airline Transport rating. Griffin was discharged in January, 1946, with the rank of colonel.

Meanwhile, the Port Authority has entered the final lap in its negotiations with Newark for a 50-year airport-seaport lease.

* * *

With the first of three Peruvian International Airways DC-4s touching its runways, Tocumén, Panama's international airport, was opened to traffic last month. The first passenger to land was General Harold L. George, PIA president, who was welcomed by Panama's President Enriquez Jiménez. Work is still progressing at the airport which, when completed, is expected to be the most modern in Latin America.

* * *

Fueling and mechanical functions at Cincinnati Airport as well as at Willow Run have been effected by the Airlines Terminal Corporation. These are all-important steps in the corporation's efforts to consolidate airline services, and are in addition to other methods — cargo and cabin service, porter service, trip supervision, control agent, lobby services, etc.

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On the NON-SCHEDULED *Front*

Notes and jottings on the latest activities of the non-scheduled airlines in the United States

BIG news of the month is Slick Airways' filing of air freight rates with the Civil Aeronautics Board which are the lowest ever published by an airline. The tariff filed by the Texas air cargo carrier, effective August 1 if the CAB approves it, strikes an average of 12¾ cents per ton-mile. The line pointed out in its announcement that the new rates are only 15 to 25 percent higher than those for rail express and that its highest rates are 66 2/3 percent lower than those of air express.

The tariff calls for a first-class Detroit-New York rate of $5.25 per hundredweight on shipments of 25 to 99 pounds, $4.30 on 100 to 999 pounds, $3.90 on 1,000 to 2,999 pounds, $3.70 on 3,000 to 9,999 pounds, and $3.40 for 10,000 pounds and over. Separate door-to-door pick-up and delivery service at 50 cents per 100 pounds is provided. The minimum charge is one dollar.

Other first-class airport-to-airport commodity rates, all listed in the five weight groups, are: Los Angeles-New York or Philadelphia, $22.70 per hundredweight, ranging down to $14.50; San Antonio-New York, from $12 to $9; San Francisco-Chicago, from $18 to $11.50; and Chicago-Dallas or Fort Worth, from $7 to $5.

Earl F. Slick, president of the air freight line, pointed out that the company's rate technicians, who drew up the tariff, deliberately cut the rates to a minimum to fulfill a policy of high volume at low revenue. He said that from the very beginning Slick Airways "kept its rates low in the belief that, together with efficient door-to-door delivery service, they would provide the shipping

Earl F. Slick
Announces New Rates

public with a regular, dependable service at nominal cost that would build its own volume."

The youthful airline head stated that the "constantly mounting tonnage" carried by his company justified his confidence. Slick Airways, which operates a fleet of C-46 *Commandos*, has hauled more than 21 million tons of air freight since starting operations in March of last year. More than 200 East-West and North-South flights a month are operated. The capacity of each of the Slick cargoplanes is 12,200 pounds and 2,000 cubic feet of cargo space.

Slick maintained that the reason for his ability to cut air shipping costs lies in the company's policy of flying freight only. He expressed the opinion that continually increasing freight volume would further reduce air freight rates in the future.

Slick Airways is among the first six to ask the CAB for letters of registration and common carrier rights under Section 292.5, Economic Regulations. Others are U. S. Airlines, Globe Freight Airline, Latin American Cargo, Santa Fe Skyway, and Monongahela Valley Airways.

A round-up of news of the individual airlines follows:

• ALCORTA AIR SERVICE: Located at 27 Whitehall Street, New York, this outfit has inaugurated flights from New York to Jamaica, Panama, Ecuador, and Peru. Freight rates from New York: Kingston, 35 cents per pound; Panama City, 54 cents; Guayaquil, 75 cents; Lima, 80 cents.

• ARIZONA AIRWAYS: This Phoenix company has asked the CAB for a certificate to operate between Las Vegas and Reno, Nevada.

• BRUNING AVIATION: Five bulls were recently flown in a DC-3 from Springfield, Massachusetts, to Milan, Italy. The bulls were part of the Carnation Milk Company exhibit in the International Cattle Show there.

• CALIFORNIA EASTERN AIRWAYS: First year of operation has been completed with a record of 6,591,537 ton-miles and 6,500,000 pounds of cargo. Personnel is 120.

• FLYING TIGER LINE: The first completely refrigerated airplane has been successfully flown by the line. Maintaining a constant temperature of 38 degrees, a ship brought into New York a cargo consisting of three tons of vine-ripened tomatoes and 500 pounds of Pacific crabmeat. Even though the plane was delayed by bad weather, the cargo reportedly arrived in good condition.

Air is inducted from the outside, cooled to any desired temperature, and circulated through the insulated cabin.

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MIAMI OFFICE
International Airport
Hangar #2
Telephone: Miami 9-2930

The method was developed by Chief Engineer John S. Woodard.

The Tigers' first C-54 was put into service last month with a flight from New York to Rome, carrying 40 passengers bound for their native country. The return load consisted of an unspecified number of United States merchant seamen stranded in Naples. This run was made under a charter agreement with Flying Tiger Transport.

• NORTHERN AIRLINES: The job of flying 1,500 cannery employees from Seattle to their seasonal jobs in Alaska has been completed. Hauling men at the rate of 24 to a plane, Northern flew the workers to Naknek, Cold Bay, Anchorage, and Kodiak. They will work in 21 different canneries. The cannery operators point out that the flights were made at enormous savings to themselves. Ordinarily, when moving the men by slow steamer, costs are high since wages begin the day the workers leave Seattle. No such expense when air transportation is used.

• TRANS-OCEAN AIR LINES: Seven thousand residents of England, who will emigrate to Canada, will be flown by TOAL next month. According to Orvis Nelson, president of the airline, contracts have been concluded with Premier George Drew of Ontario Province. It is understood that British and Canadian lines also bid for the job. The migration will be made on 175 round trips between England and Ontario. There will be one trip a day in the beginning, increasing to two-a-day beginning August 15.

• VIKING AIR TRANSPORT: This airline is now owned and operated by the Aero Van Express Corporation. President and general manager is R. R. Hart.

The Dutch Underline Air Freight

(*Continued from Page 7*)

other commodities which have taken to the air for transportation to outlining countries. Within hours after a call for rare drugs, such as streptomycine, the patients can undergo treatment, thanks to the speed of air freight.

During the first three months of this year, over 107,511 pounds of freight were carried transatlantic by the airline. In addition, 9,777 pounds of mail were also carried with an average total freight payload of 4,188 per plane. An air freight agreement linking 70 cities within the United States with the world-wide network of KLM was recently signed with United Air Lines. With the signing of these agreements, it will now be possible to provide through movement and expeditious handling of air freight shipments between Europe, the Near East and Africa to all points served by United.

Examples of elapsed times and rates which will apply on air freight shipment from key cities are: Oslo to Cleveland, 27 hours and approximately $1.48 per pound for 100 pound shipments; Stockholm-Chicago, 31 hours and approximately $1.58 per pound for 100 pounds; Geneva-Denver, 30½ hours and $1.63 per pound for 100 pounds; Rome-Pacific Coast, 34 hours and $2.02 per pound for 100 pounds.

With the expansion of KLM services to a peak of four round trips per week in June, these figures are expected to be doubled during the next quarter of this year.

NEA Shows 1946 Profit

Northeast Airlines, with an overall profit of $190,708, after taxes for the year ended December 31, 1946, has become one of the seven of the 16 major United States airlines to show a profit last year. Although NEA suffered a loss of $65,565 as a result of operations, it was more than made up with other income, including tentative retroactive mail pay for the year 1945.

Air Freight Forwarders Go to Town

(*Continued from Page 22*)

Knowles, Washington attorney, who holds the post of secretary of National Airfreight Forwarders, served as a colonel in the office of the Secretary of War. Former freight traffic manager for the Detroit and Cleveland Navigation Company and one-time chief traffic officer of the Minnesota Atlantic Transport Company, a Great Lakes package freight line, A. R. Sheff holds the post of NAF's sales manager.

From the capital comes word that there are more than 100 applications from freight forwarders before the Civil Aeronautics Board. But the Board is not speeding matters, and sentiment is reflected in the recent editorial by John F. Budd who pointed out that the creation of the two categories now known as irregular air carriers and non-certificated cargo carriers would "find themselves wearing shackles of another sort" because the freight forwarders, "who have it within their means to produce profitable airborne cargoes," are held off by the CAB.

Don't Saddle the Helicopter With Airplane Regulation

(*Continued from Page 31*)

extent that it is required, but we will have the type of cooperative effort between the Federal Government and the states on the one hand, and the Federal Government and the municipalities on the other, which the complexity of this particular regulatory assignment demands.

This result is perfectly possible. Given good understanding, coupled with the desire to achieve the necessary results, there is nothing in the helicopter's future so far as regulation is concerned which cannot be solved successfully.

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★ EXECUTIVE ★

CHARLES W. DEEDS, elected to the board of directors of the Fairchild Engine and Airplane Corporation. A native of Hartford, he is a director of several large corporations.

RYAL MILLER, VICTOR F. ROTERING, and **EUGENE C. EPPLEY,** newest members of Mid-Continent Airlines' board of directors. Ryal is a partner in the Ryal Miller-Kidder Chevrolet Company, Rotering a banker and a director of several companies, and Eppley is president-owner of a large hotel chain.

JESS B. BENNET, named assistant to the president of Braniff International Airways. He is a veteran of the AAF, retiring with the rank of colonel.

WILLIAM V. McTAGGART, elected vice president of Latin American Cargo, Inc. A well-known air freight figure, he has held important posts with the Railway Express System, Taca Airways, and Trans Caribbean Air Cargo Lines.

HARVEY GAYLORD, elected treasurer of the Bell Aircraft Corporation. He succeeds Charles L. Beard, former treasurer and vice president, who was reelected to the latter post.

RAYMOND L. WARD, elected assistant treasurer and assistant controller of the Curtiss-Wright Corporation.

★ ADVERTISING ★ PUBLIC RELATIONS

JAMES L. MURPHY, JR., named acting public relations manager for United Air Lines' Western headquarters at San Francisco. He has been with UAL for one year.

★ SALES TRAFFIC ★

MARK R. MILLER, appointed commercial sales manager for the Consolidated Vultee Aircraft Corporation. A former employee of the Douglas Aircraft Company. A former employee of the Douglas Aircraft Company, he came to Convair in March, 1946.

JOSEPH D. FESSIO, named sales manager for Pan American World Airways' Pacific-Alaska Division. He has been with PAA for 10 years.

G. H. MACOMBER, formerly district traffic and sales manager for United Air Lines at Los Angeles, now serving as general traffic and sales manager of Lineas Aereas Mexicanas, S. A.

DEAN J. HANSCOM, appointed Western traffic manager for Northwest Airlines. He formerly served TWA as its director of traffic, International Division.

L. L. SHEETS, WILLIAM L. WOOD, PARKER R. WAITE, and **DONALD W. HART,** appointed to traffic and sales managerships in the following respective cities: New York, Newark, Philadelphia, and Detroit.

PARKS GILMORE, named district traffic manager of TWA at Louisville. Prior to his association with TWA, he served in sales capacities for a number of large companies.

JOHN BARTOL, appointed passenger sales supervisor in New York. He joined AA 11 years ago.

WARREN E. CERRONE, named city sales manager in Newark for Capital Airlines. Cerrone is a former B-17 pilot.

LARRY KENT, appointed acting city traffic and sales manager for United Air Lines at Hollywood.

PETER TORNQVIST, named West Coast representative for Scandinavian Airlines System. He has wide transportation experience.

★ CARGO ★

RALPH W. STARKEY, now serving as cargo sales manager for Eastern Air Lines. A well-known transportation figure, he has been connected with the Railway Express Agency, Taca, and Capital.

JUSTIN F. BRENNAN, former freight broker, appointed international air cargo representative for American Airlines. He has held posts with American Export Airlines, and, more recently, with American Overseas. Brennan will deal mainly with foreign freight forwarders and customs brokers.

ERNEST ROSSITER, JR., named to the newly created post of director of cargo research for Canadian Pacific Air Lines. Rossiter comes to CPA from TWA's cargo sales department.

★ MISCELLANEOUS ★

JOHN B. DORISS, who has resigned as director of advertising for Taca to join Royal and de Guzman as account executive in charge of transportation accounts.

AOA Serves Finland

The first regularly scheduled air service between the United States and Finland was inaugurated last month by American Overseas Airlines. The new route was effected through the extension of AOA's routes to Scandinavia and on to the Finnish capital of Helsinki.

Present runway limitations at Helsinki's Malmi Airport necessitate the change of DC-4s to DC-3s at Bromma Airport, Stockholm, which is 260 miles from Helsinki. Pending installation of additional night-landing facilities at Malmi, through passengers for Helsinki remain overnight at Stockholm. Three of AOA's five flights a week to Scandinavia make connections for Helsinki, leaving the United States on Tuesdays, Thursdays, and Saturdays. Return flights from the Finnish capital city are on Mondays, Thursdays, and Saturdays.

Air cargo rates are $1.04 per pound for shipments 100 pounds and over. The rate for cargo under 100 pounds is $1.60.

Braniff Deal With MCA, CAL

Braniff International Airways' automatic reservation system, which has been in use over its routes for more than a year, will be extended to Mid-Continent Airlines and Continental Air Lines this month.

This unusual agreement means that reservation offices in the cities served by MCA and CAL can immediately confirm seat space on any Braniff flight between any of the cities on its domestic routes. When Braniff's Latin American service is extended in the Fall, the facility will be extended to cover all routes.

In the past, confirmation for interline or connecting space on another carrier had to be requested by wire from the other line's home office, and frequently relayed to the city controlling the desired space. Under the new plan, space is assumed available on any Braniff flight by the other two airlines and can be sold accordingly until a "stop sales" message for a particular schedule is received by MCA and CAL. The system was designed by Langhorne Reid, reservations manager.

Show Postponed

The National Aircraft Show tentatively scheduled to be held in Chicago on November 1-9, has been postponed until next Spring.

B. Bennett | Wm. McTaggart | M. R. Miller | J. D. Fessio | G. H. Macomber | D. J. Hanscom | R. W. Starkey | J. F. Brennan | E. Rossiter

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International Express and Mail Tables

Air express rates quoted are from U. S. International airport of departure (U. S. Gateway) and are based on the prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these are subject to change.

GATEWAY SYMBOLS

Bb—Bangor, Me.
Bro—Brownsville, Tex.
Bw—Boston, Mass.
Cc—Corpus Christi, Tex.
Cg—Chicago
Cub—Cut Bank, Mont.
Dl—Dallas
Ep—El Paso
Fv—Fort Worth
Gf—Grand Forks, N. D.
Hu—Houston
Jg—Burlington, Vt.
Los—Los Angeles
Lo—Laredo
Mia—Miami
Ms—Minneapolis-St. Paul
No—New Orleans
Nyk—New York
Ph—Philadelphia
Sa—San Antonio
Sf—San Francisco
Sq—San Diego
Ste—Seattle
Wa—Washington, D.C.

International Air Express is subject to two charges: one a charge per pound weight or measurement at carrier's option (200 cu. in. to the pound of weight), the other a charge per $100 of valuation. The two must be added on any shipment to determine the cost. Neither includes insurance which may be purchased by the shipper from the carrier or otherwise.

Priorities: The air carriers warn all shippers that express traffic, both U. S. Government and commercial, is so heavy that no guarantee can be given that any shipment will depart on any particular plane unless it enjoys U. S. priority. Otherwise it will depart, in relation to other shipments, in the order received at the international airport used, subject to wartime limitations. All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges apart.

International air carriers whose schedules are rates are included here are indicated by the letter following the symbol for the airport.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AO—American Overseas Airlines
B—Braniff Airways
C—Colonial Air Lines
CS—Chicago Southern Air Lines
EA—Expreso Aereo Inter-Americano
K—KLM-Royal Dutch Airlines
NE—Northeast Airlines
N—National Airlines
NW—Northwest Airlines
P—Pan American Airways System and affiliates
T—Trans-Canada Air Lines
TA—TACA
TW—Transcontinental & Western Air
U—United Air Lines
W—Western Air Lines

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Altamira, Costa Rica	NoTA	.56	.32	T,F	10
	MiaTA	.50	.20	Dly	10
Amalfi, Colombia	Mia P	.72	.32	Su,T,Th,Sa	10
	Bro P	1.15	.43	Su,M,W,Sa	10
	No P	1.11	.43	Su,M,W,Sa	10
	Lgs P	1.44	.43	Su,T,F,Sa	10
	Hu P	1.23	.43	Sa,M,W,Sa	10
	Cc P	1.18	.43	Su,M,W,Sa	10
Andagoya, Colombia	Mia P	.65	.32	Su	10
	No P	1.12	.43	F	10
	Bro P	1.15	.43	F	10
	Lgs P	1.42	.43	Th	10
	Hu P	1.23	.43	Dly	10
	Cc P	1.18	.43	Dly	10
Antigua, B.W.I.	Mia P	.51	.32	Dly	10
	Nyk P	.56	.32	Dly	10
	No P	.96	.32	Dly	10
	Bro P	1.10	.43	Dly	10
	Lgs P	1.35	.43	Dly	10
	Hu P	1.18	.43	Dly	10
	Cc P	1.13	.43	Dly	10
Antilla, Cuba	Mia P	.24	.15	Dly	.08
Antofagasta, Chile	Mia P	1.26	.43	Dly	10
	No P	1.34	.43	Dly	10
Antofagasta, (Con'd)	Bro P	1.34	.43	Dly	10
	Lgs P	1.56	.43	Dly	10
	Hu P	1.42	.43	Dly	10
	Cc P	1.37	.43	Dly	10
Any Destination in Colombia other than those named herein	Hu P	1.28	.43	Dly	.10
	Cc P	1.23	.43	Dly	.10
Aracaju, Brazil	Mia P	1.26	.43	T,Th	.10
	Nyk P	1.55	.43	Th,Sa	.10
	No P	1.53	.43	Su,T	.10
	Bro P	1.60	.43	Su,T	.10
	Lgs P	1.90	.43	M,Sa	.10
	Hu P	1.68	.43	Su,T	.10
	Cc P	1.63	.43	Su,T	.10
Arequipa, Peru	Mia P	1.16	.43	Dly	.10
	No P	1.26	.43	Dly	.10
	Bro P	1.26	.43	Dly	.10
	Lgs P	1.51	.43	Dly	.10
	Hu P	1.34	.43	Dly	.10
	Cc P	1.29	.43	Dly	.10
Arica, Chile	Mia P	1.19	.43	Dly	.10
	No P	1.26	.43	Dly	.10
	Bro P	1.26	.43	Dly	.10
	Lgs P	1.53	.43	Dly	.10
	Hu P	1.34	.43	Dly	.10
	Cc P	1.29	.43	Dly	.10
Armenia, Colombia	Mia P	.65	.32	Dly	.10
	No P	1.04	.32	Dly	.10
	Bro P	1.04	.32	Dly	.10
	Lgs P	1.34	.43	Dly	.10
	Hu P	1.15	.43	Dly	.10
	Cc P	1.10	.43	Dly	.10
Aruba, N. W. I.	— P	via C	urac	ao, N.W.I.	.10
	Mia K	.41	.32	Dly	.10
Asuncion, Paraguay	Mia P	1.53	.43	Su,T,F	.10
	Nyk P	1.77	.43	Su,T,F	.10
	No P	1.75	.43	Su,W,F	.10
	Bro P	1.88	.43	Su,W,F	.10
	Lgs P	2.19	.43	T,Th,Sa	.10
	Hu P	1.94	.43	Su,W,F	.10
	Cc P	1.89	.43	Su,W,F,Sa	.10
Ayapel, Colombia	Mia P	.53	.32	T,Th	.10
	No P	1.04	.32	M,F	.10
	Bro P	1.14	.43	M,F	.10
	Lgs P	1.41	.43	Su,Th	.10
	Hu P	1.22	.43	M,F	.10
	Cc P	1.17	.43	M,F	.10
Balboa, C. Z. (Panama City	Hu P	.74	.32	Dly	.10
	Cc P	.70	.32	Dly	.10
	NoTA	.67	.62	T,F	.10
	MiaTA	.70	.50	Dly	.10
Bahia, Brazil *(See Sao Salvador)*	.....	.....	.....	.....	.....
Balboa, Canal Zone	Mia P	.55	.32	Dly	.10
	MiaTA	.70	.50	Dly	.10
	No P	.82	.32	Dly	.10
	NoTA	.67		T,F	.10
	Bro P	.86	.32	Twice Dly	.10
	Lgs P	1.15	.43	Dly	.10
Baracoa, Cuba	Mia P	.28	.17	Dly	.08
Barcelona, Venezuela	Mia P	.66	.32	Dly	.10
	Nyk P	.82	.32	Dly	.10
	No P	1.02	.32	Dly	.10
	Bro P	1.12	.43	Dly	.10
	Lgs P	1.36	.43	Dly	.10
	Hu P	1.02	.43	Dly	.10
	Cc P	.97	.43	Dly	.10
Barranca, Bermeja, Col.	Mia P	.60	.32	Su,T,W,F,Sa	.10
	No P	1.12	.43	Su,M,Th,F	.10
	Bro P	1.20	.43	Su,M,Th,F	.10
	Lgs P	1.49	.43	Su,W,Th,Sa	.10
	Hu P	1.28	.43	Su,M,Th,F	.10
	Cc P	1.23	.43	Su,M,Th,F	.10
Barranquilla, Colombia	Mia K	.53	.32	M,F	.10
	Mia P	.36	.32	Twice Dly	.10
	Bro P	.96	.32	Dly	.10
	No P	.86	.32	Dly	.10
	Lgs P	1.23	.43	Dly	.10
	Hu P	.84	.32	Dly	.10
	Cc P	.78	.32	Dly	.10
Bauru, Brazil	Mia P	1.46	.43	Su,W,Sa	10
	Nyk P	1.67	.43	T,F,Sa	10
	Hu P	1.79	.43	M,Th,F	10
	Cc P	1.74	.43	M,Th F	10
	No P	1.60	.43	M,Th,Sa	10
	Bro P	1.71	.43	M,Th,Sa	10
	Lgs P	2.05	.43	Su,W,Th	10
Bayamo, Cuba	Mia P	.24	.15	Dly	10
Belem, Brazil	Mia P	1.09	.43	Twice Dly	10
	Nyk P	1.20	.43	Dly	10
	MiaTA	1.00	.43	Frequently	10
	No P	1.33	.43	Dly	10
	Bro P	1.34	.43	Dly	10
	Lgs P	1.56	.43	Dly	10
	Hu P	1.38	.43	Dly	10
	Cc P	1.33	.43	Dly	10
Belize, Br. Hond.	MiaTA	.26	.17	Dly	10
	NoTA	.39	.32	T,F	10
Bello-Horizonte, Brazil	Mia P	1.44	.43	Dly	10
	Nyk P	1.64	.43	Dly	10
	No P	1.56	.43	Dly	10
	Bro P	1.69	.43	Dly	10
	Lgs P	1.99	.43	Dly	10
	Hu P	1.77	.43	Dly	10
	Cc P	1.72	.43	Dly	10
Bilwaskarma, Nic.	NoTA	.61	.32	T,F	10
	MiaTA	.63	.20	Dly	10
Bluefield, Nicaragua	MiaTA	.60	.20	Dly	10
	NoTA	.55	.32	T,F	10
	NoTA	.62		T,F	10
Bogota, Colombia	Mia P	.62	.32	Twice Dly	10
	No P	1.08	.43	Dly	10
	Bro P	1.11	.43	Dly	10
	Lgs P	1.38	.43	Dly	10
	MiaTA	.77	.32	Dly	10
	Hu P	1.19	.43	Dly	10
	Cc P	1.14	.43	Dly	10
Bonaire, N. W. I.	— P	via C	urac	ao, N.W.I.	.....
	Mia K	.44	.32	Dly	10
Bonanza, Nicaragua	MiaTA	.59	.20	Dly	10
	NoTA	.57	.32	T,F	10
Bucaramanga, Colombia	Mia P	.60	.32	Su,W,F	10
	No P	1.12	.43	Su,M,Th,F	10
	Bro P	1.20	.43	Sa,M,Th,F	10
	Lgs P	1.48	.43	Su,W,Th,Sa	10
	MiaTA	.75	.32	Dly	10
	Hu P	1.28	.43	Su,M,Th,F	10
	Cc P	1.23	.43	Su,M,Th,F	10
Buenaventure, Col.	Mia P	.68	.32	T,Th	10
Buenaventura, (cont'd)	No P	1.19	.43	F	10
	Bro P	1.20	.43	F	10
	Lgs P	1.52	.43	Th	10
	Hu P	1.28	.43	F	10
	Cc P	1.23	.43	F	10
Buenos Aires, Argentina	Mia P	1.56	.43	Twice Dly	10
	Nyk P	1.84	.43	Dly	10
	No P	1.62	.43	Dly	10
	Bro P	1.65	.43	Dly	10
	Lgs P	1.95	.43	Dly	10
	Hu P	1.73	.43	Dly	10
	Cc P	1.68	.43	Dly	10
Buenos Aires, Costa Rica	NoTA	.57	.32	T,F	10
	MiaTA	.67	.20	Dly	10
Caibarien, Colombia	Mia P	.22	.15	Dly	10
Cali, Colombia	Mia P	.71	.32	Dly	10
	No P	.94	.32	Dly	10
	Bro P	.97	.32	Dly	10
	Lgs P	1.24	.43	Dly	10
	Hu P	1.05	.32	Dly	10
	Cc P	1.00	.32	Dly	10
Camaguey, Cuba	Mia P	.18	.15	Seven Dly	06
Campeche, Mexico	Mia P	.39	.17	Dly	06
	No P	.35	.17	Dly	06
	Bro P	.49	.32	Dly	06
	Lgs P	.89	.32	Dly	06
	Hu P	.57	.32	Dly	06
	Cc P	.52	.32	Dly	06
Campo Grande, Brazil	Mia P	1.48	.43	Su,W,Sa	10
	Nyk P	1.75	.43	T,F,Sa	10
	No P	1.61	.43	M,Th,F	10
	Bro P	1.60	.43	M,Th,F	10
	Lgs P	2.15	.43	Su,W,Th	10
	Hu P	1.68	.43	M,Th,F	10
	Cc P	1.63	.43	M,Th,F	10
Canavieiras, Brazil	Mia P	1.33	.43	Sa	10
	Nyk P	1.63	.43	Th,Sa	10
	No P	1.56	.43	Th	10
	Bro P	1.69	.43	Th	10
	Lgs P	1.99	.43	W	10
	Hu P	1.77	.43	Th	10
	Cc P	1.72	.43	Th	10
Caracas, Venezuela *(See La Guaira)*	.....	.....	.....	.....	.....
Caravellas, Brazil	Mia P	1.36	.43	T,W,F,Sa,Su	10
	Nyk P	1.64	.43	Su,T,W,F,Sa	10
	No P	1.59	.43	S,M,W,Th,F	10
	Bro P	1.73	.43	Su,M,W,Th,F	10
	Lgs P	2.03	.43	Su,T,W,Th, Sa	10
	Hu P	1.81	.43	Su,T,Th	10
	Cc P	1.76	.43	Su,T,Th	10

NOTE: Per pound rate shown in this column is based on the average package weighing 25 lbs., i.e., 1 lb. package from New York to Ontario would cost $1 or 25 lbs. $4. Average cost per lb., 16¢. . . . Valuation rates are only due if consignments are shipped with declared value. . . . The valuation charge shown for AA and AOA is only applicable on shipments with a valuation of over $7.71 per pound. For further information, contact AA or AOA.

* British Overseas Airways Corp. carries from Foynes, Ireland, to destinations in England, Scotland, and Wales.

** It is suggested that those having shipments 100 pounds and over contact the carrier for special rates.

† Canadian air express is carried on the same basis as air express within the U. S.: $50 declared value free: excess charged at 10 cents per $100 or faction thereof.

LATIN AMERICAN ROUTES

(Mail rate to points in Mexico is on a 1-ounce basis.)

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Catacamas, Honduras	No TA	.47	.32	T,F	.10
"	MiaTA	.50	.20	Dly	.10
Cataguna, Colombia	Mia P	.47	.32	Dly	.10
"	No P	.95	.32	Dly	.10
"	Bro P	1.05	.32	Dly	.10
"	Lga P	1.32	.43	Dly	.10
"	Hu P	1.13	.43	Dly	.10
"	Cc P	1.08	.43	Dly	.10
Cartago, Colombia	Mia P	.64	.32	Dly	.10
"	No P	1.03	.32	Dly	.10
"	Bro P	1.06	.32	Dly	.10
"	Lga P	1 33	.43	Dly	.10
"	Hu P	1.14	.43	Dly	.10
"	Cc P	1.09	.43	Dly	.10
Cat Cay, Bahamas	Mia P	.10	.15	M,Th,Sa	.10
Cayenne, Fr. Guiana	Mia P	.97	.32	Dly	.10
"	Nyk P	1.07	.43	Dly	.10
"	No P	1.23	.43	Dly	.10
"	Bro P	1.26	.43	Dly	.10
"	Lga P	1.51	.43	Dly	.10
"	Hu P	1.28	.43	Dly	.10
"	Cc P	1.23	.43	Dly	.10
Cayo Mambi, Cuba	Mia P	.26	.17	Dly	.08
Chetumal, Mexico	Mia P	.45	.17	M,W,F	.05
"	No P	.43	.17	M,W,F	.05
"	Bro P	.55	.32	Su,T,Th	.05
"	Lga P	.93	.32	M,W,Sa	.05
"	Hu P	.63	.32	Su,T,Th	.05
"	Cc P	.58	.32	Su,T,Th	.05
Chiclayo, Peru	Mia P	.94	.32	Dly	.10
"	No P	1.14	.43	Dly	.10
"	Bro P	1.17	.43	Dly	.10
"	Lga P	1.40	.43	Dly	.10
"	Hu P	1.25	.43	Dly	.10
"	Cc P	1.20	.43	Dly	.10
Choluteca, Honduras	No TA	.46	.32	T,F	.10
"	MiaTA	.49	.20	Dly	.10
Cienfuegos, Cuba	Mia P	.20	.15	Dly	.08
Cienaga, Colombia	Mia P	.47	.32	Dly	.10
"	No P	.95	.32	Dly	.10
"	Bro P	1.05	.32	Dly	.10
"	Lga P	1.32	.43	Dly	.10
"	Hu P	1.13	.43	Dly	.10
"	Cc P	1.08	.43	Dly	.10
C. del Carmen, Mexico	Mia P	.43	.17	Twice Dly	.05
"	No P	.41	.17	Dly	.05
"	Bro P	.44	.17	Dly	.05
"	Lga P	.85	.32	Dly	.05
"	Hu P	.52	.32	Dly	.05
"	Cc P	.47	.32	Dly	.05
Ciudad Trujillo, D. R.	Mia P	.33	.17	Twice Dly	.10
"	Nyk P	.53	.32	Dly	.10
"	Mia R	.31	.17	T	.10
Ciudad Victoria Tampa	Dl B	.30	.17	Dly	.05
"	Fv B	.30	.17	Dly	.05
"	Lo B	.16	.15	Dly	.05
"	Sa B	.23	.17	Dly	.05
Ciudad Victoria, (cont'd)	Bro P	.20	.15	Dly	.05
"	Hu P	.28	.17	Dly	.05
"	Cc P	.23	.15	Dly	.05
Cochabamba, Bolivia	Mia P	1.26	.43	M,W,Sa	.10
"	No P	1.35	.43	Su,T,F	.10
"	Bro P	1.35	.43	Su,T,F	.10
"	Lga P	1.56	.43	M,Th,Sa	.10
"	Hu P	1.43	.43	Su,T,F	.10
"	Cc P	1.38	.43	Su,T,F	.10
Colombia. Any Destination other than those named herein	Hu P	1.28	.43	Dly	.10
"	Cc P	1.23	.43	Dly	.10
Comayagua, Honduras	No TA	.46	.32	T,F	.10
"	MiaTA	.49	.20	Dly	.10
Concepcion, Bolivia	Mia P	1.31	.43	Sa	.10
"	No P	1.45	.43	F	.10
"	Bro P	1.45	.43	F	.10
"	Lga P	1.62	.43	F	.10
"	Hu P	1.53	.43	F	.10
"	Cc P	1.48	.43	F	.10
Condoto, Colombia	Mia P	.81	.32	Su	.10
"	No P	1.12	.43	F	.10
"	Bro P	1.15	.43	F	.10
"	Lga P	1.42	.43	Th	.10
Cordoba, Argentina	Mia P	1.46	.43	Dly	.10
"	No P	1.55	.43	Dly	.10
"	Bro P	1.56	.43	Dly	.10
"	Lga P	1.85	.43	Dly	.10
"	Hu P	1.64	.43	D y	.10
"	Cc P	1.59	.43	Dly	.10
Coro, Venezuela	Mia P	.62	.32	Dly	.10
"	Nyk P	.88	.32	Dly	.10
"	No P	.96	.32	Dly	.10
"	Bro P	1.04	.32	Dly	.10
"	Lga P	1.30	.43	Dly	.10
"	Hu P	.93	.43	Dly	.10
"	Cc P	.88	.32	Dly	.10
Corozal, Colombia	Mia P	.52	.32	Dly	.10
"	No P	1.02	.32	Dly	.10
"	Bro P	1.12	.43	Dly	.10
"	Lga P	1.39	.43	Dly	.10
"	Hu P	1.20	.43	Dly	.10
"	Cc P	1.15	.43	Dly	.10
Corquin, Honduras	No TA	.49	.32	T,F	.10
"	MiaTA	.52	.20	Dly	.10
Corumba, Brazil	Mia P	1.36	.43	Su,W	.10
"	No P	1.48	.43	M,F	.10
"	Bro P	1.50	.43	M,F	.10
"	Lga P	1.09	.43	Su,Th	.10
Cristobal, Canal Zone	Mia P	.57	.32	Dly	.10
"	No P	.83	.32	Dly	.10
"	Bro P	.86	.32	Dly	.10
"	Lga P	1.15	.43	Dly	.10
"	Hu P	.77	.32	Dly	.10
"	Cc P	.71	.32	Dly	.10

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Cucuta, Colombia	Mia P	.60	.32	Dly	10
"	No P	1.12	43	Dly	10
"	Bro P	1.20	.43	Dly	10
"	Lga P	1.49	43	Dly	10
"	Hu P	1.28	.43	Dly	10
"	Cc P	1.23	.43	Dly	10
Cuenca, Ecuador	Mia P	.86	32	M,Su,W,F	.10
"	No P	1.06	32	Su,T,Th,Sa	.10
"	Bro P	1.10	.43	Su,T,Th,Sa	.10
"	Lga P	1.35	.43	M,W,F,Sa	.10
"	Hu P	1.18	.43	Su,T,Th,Sa	.10
"	Cc P	1.13	.43	Su,T,Th,Sa	.10
Curacao, N.W.I.	Mia P	.55	.32	Dly	.10
"	Nyk P	.74	32	Dly	.10
"	No P	.93	32	Dly	.10
"	Bro P	1.07	.43	Dly	.10
"	Lga P	1.33	.43	Dly	.10
"	Mia K	42	.32	Dly	.10
"	Hu P	1.02	.43	Dly	.10
"	Cc P	.97	.43	Dly	.10
Curityba, Brazil	Mia P	1.46	.43	T,Su,W	.10
"	Nyk P	1.68	.43	Su,T,W	.10
"	No P	1.60	.43	Dly exc. T	.10
"	Bro P	1.75	.43	Dly exc. T	.10
"	Lga P	2.06	.43	Dly exc. W	.10
"	Hu P	1.83	.43	Dly	.10
"	Cc P	1.78	.43	Dly	.10
David, Panama	Mia P	.60	.32	Dly	.10
"	No P	.76	.32	Dly	.10
"	Bro P	.81	.32	Dly	.10
"	Lga P	1.10	.43	Dly	.10
"	Hu P	.68	.32	Dly	.10
"	Cc P	.63	.32	Dly	.10
Dulce Nombre, Hon.	No TA	.48	.32	T,F	.10
"	MiaTA	.51	.20	Dly	.10
El Banco, Colombia	Mia P	.53	.32	M,W,Sa	.10
"	No P	1.04	.32	Su,M,F	.10
"	Bro P	1.14	43	Su,M,F	.10
"	Lga P	1.41	.43	Su,Th,Sa	.10
"	Hu P	1.22	.43	Su,M,F	.10
"	Cc P	1.17	.43	Su,M,F	.10
Esmeraldas, Ecuador	Mia P	.93	.32	Su,Th	.10
"	No P	1.11	.43	W,Sa	.10
"	Bro P	1.11	.43	W,Sa	.10
"	Lga P	1.38	.43	T,F	.10
"	Hu P	1.19	.43	W,Sa	.10
"	Cc P	1.14	.43	W,Sa	.10
Esquias, Honduras	No TA	.46	.32	T,F	.10
"	MiaTA	.49	.20	Dly	.10
Florianopolis, Brazil	Mia P	1.48	.43	W,F	.10
"	Nyk P	1.70	43	Su,W	.10
"	No P	1.64	.43	M,W	.10
"	Bro P	1.79	.43	M,W	.10
"	Lga P	2.08	.43	S,Th	.10
"	Hu P	1.87	.43	M,W	.10
"	Cc P	1.82	.43	M,W	.10
Fortaleza, Brazil (Ceara)	Mia P	1.23	.43	Dly	.10
"	Nyk P	1.39	.43	Dly	.10
Fortaleza, Brazil (cont'd)	No P	1.44	.43	Dly	.10
"	Bro P	1.51	.43	Dly	.10
"	Lga P	1.72	.43	Dly	.10
"	Hu P	1.59	.43	Dly	.10
"	Cc P	1.54	.43	Dly	.10
Gamarra, Colombia	Mia P	.60	.32	M,W,Sa	.10
"	No P	1.12	.43	Su,M,F	.10
"	Bro P	1.20	.43	Su,M,F	.10
"	Lga P	1.49	.43	Su,Th,Sa	.10
"	Hu P	1.28	.43	Su,M,F	.10
"	Cc P	1.23	.43	Su,M,F	.10
Georgetown, British Guiana	Mia P	.85	.32	Dly	.10
"	Nyk P	.81	.32	Dly	.10
"	No P	1.12	.43	Dly	.10
"	Bro P	1.24	.43	Dly	.10
"	Lga P	1.46	.43	Dly	.10
"	Hu P	1.17	.43	Dly	.10
"	Cc P	1.13	.43	Dly	.10
"	MiaTA	.58	32	T,F	.10
Golfito, Costa Rica	No TA	.54	.20	Dly	.10
"	No TA	.58	.32	T,F	.10
Gracias, Honduras	No TA	.48	.32	T,F	.10
"	MiaTA	.51	.20	Dly	.10
Guadalajara, Mexico	Bro P	.37	.17	Dly	.05
"	Lga P	.59	.27	Dly	.05
"	Hu P	.45	.17	Dly	.05
"	Cc P	.40	.17	Dly	.05
Guantanamo, Cuba	Mia P	.26	.17	Twice Dly	.05
Guapi, Colombia	Mia P	.70	.32	Th	.10
"	No P	1.10	.43	F	.10
"	Bro P	1.13	.43	F	.10
"	Lga P	1.40	.43	Th	.10
"	Hu P	1.21	.43	F	.10
"	Cc P	1.15	.43	F	.10
Guatemala City, Gua	Mia P	.53	.32	Dly	.10
"	MiaTA	.39	.20	Dly	.10
"	No TA	.39	.32	T,F	.10
"	No P	.49	.32	Twice Dly	.10
"	Bro P	.53	.32	Twice Dly	.10
"	Lga P	.90	.43	Dly	.10
"	Hu P	.45	.32	Dly	.10
"	Cc P	.41	.32	2 Dly	.10
Guayape, Honduras	No TA	.46	.32	T,F	.10
"	MiaTA	.49	.20	Dly	.10
Guayaquil, Ecuador	Mia P	.85	.32	Dly	.10
"	No P	1.05	.32	Dly	.10
"	Bro P	1.07	.43	Dly	.10
"	Lga P	1.33	.43	Dly	.10
"	Hu P	1.15	.43	Dly	.10
"	Cc P	1.10	.43	Dly	.10
Havana, Cuba	Mia P	.12	.15	Several Dly	.08
"	Mia EA	.08	.15	Four Dly	.08
"	Mia TA	.08	.15	Dly	.08
"	Nyk N	.23	.15	Dly	.08
"	No CS	.17	.15	Dly	.08

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Hermosillo, Mexico	Lga P	24	.15	Dly	.08
Holguin, Cuba	Mia P	.22	15	Dly	.10
Honda, Colombia	Mia P	64	32	Dly	.10
"	No P	1 13	43	Dly	10
"	Bro P	1 17	43	Dly	10
"	Lga P	1 46	43	Dly	10
"	Hu P	1 25	43	Dly	10
"	Cc P	1.20	43	Dly	10
Iguassu Falls, Brazil	Mia P	1.51	43	Su,T	.10
"	Nyk P	1.75	43	Su,T	.10
"	No P	1 60	43	Su,F	.10
"	Bro P	1 84	43	Su,F	.10
"	Lga P	2.14	43	Th,Sa	.10
"	Hu P	1.92	43	Su,F	.10
"	Cc P	1.87	43	Su,F	.10
Ipiales, Colombia	Mia P	.72	.32	Dly	10
"	No P	1.12	.43	Dly	10
"	Bro P	1.15	.43	Dly	10
"	Lga P	1.42	.43	Dly	10
"	Hu P	1.23	.43	D y	.10
"	Cc P	1.18	.43	Dly	.10
Istmina, Colombia	Mia P	.81	.32	Su	10
"	No P	1.12	.43	F	10
"	Bro P	1.15	.43	F	10
"	Lga P	1.42	.43	Th	10
Ixtepec, Mexico	Mia P	68	32	M,T,W,Th, F,Su	.05
"	No P	.64	32	Su,T,W,Th, Sa,M	05
"	Bro P	.36	.17	Su,T,W,Th, F,M	05
"	Lga P	.81	.32	Su,T,W,Th, Sa,M	05
"	Hu P	.44	.17	Dly	.05
"	Cc P	.39	.17	Dly	.10
Joao Passos (Cabadello)	Mia P	1.25	.43	Sa	.10
"	Nyk P	1.47	.43	Th	.10
"	No P	1.49	.43	Th	.10
"	Bro P	1.55	.43	Th	.10
"	Lga P	1.82	.43	W	.10
"	Hu P	1.63	.43	Th	.10
"	Cc P	1.58	.43	Th	.10
Juticalpa, Honduras	No TA	.47	.32	T,F	.10
"	MiaTA	.50	.20	Dly	10
Kingston, Jamaica	Mia P	.28	.17	Dly	10
"	Mia K	.20	.17	Dly	10
"	No TA	.49	.32	T,F	10
La Ceiba, Honduras	MiaTA	.52	.20	Dly	10
La Esperenza, Honduras	No TA	.47	.32	T,F	10
"	MiaTA	.50	.20	Dly	10
La Guaira, Venezuela	Mia P	.65	.32	Dly	.10
"	Mia K	.47	.32	Dly	.10
"	Nyk P	.58	.32	Dly	.10
"	No P	.98	32	Dly	.10
"	Bro P	1.09	.43	Dly	.10
"	Lga P	1.30	.43	Dly	.10
"	Hu P	.98	.43	Dly	.10
"	Cc P	.93	.43	Dly	.10
La Gloria, Colombia	Mia P	.58	.32	Su,T,F	.10
"	No P	1.09	.43	Su,M,F	.10
"	Bro P	1.19	.43	Su,M,F	.10
"	Lga P	1.46	.43	Su,Th,Sa	.10
La Gloria, Col. (cont'd)	Hu P	1.27	.43	Su,M,F	.10
"	Cc P	1.22	.43	Su,M,F	.10
La Labor, Honduras	No TA	.49	32	T,F	.10
"	MiaTA	.52	.20	Dly	.10
La Paz, Bolivia	Mia P	1.22	.43	M,T,W,F,Sa	.10
"	No P	1.30	.43	M,T,Th,F,Sa	.10
"	Bro P	1.30	.43	M,T,Th,F,Sa	.10
"	Lga P	1.54	.43	Su,M,W,Th,F	.10
"	Hu P	1.38	.43	Dly	.10
"	Cc P	1.33	.43	Dly	.10
La Paz, Honduras	No TA	.46	.32	T,F	.10
"	MiaTA	.49	.20	Dly	.10
La Union, Honduras	No TA	.47	.32	T,F	.10
"	MiaTA	.50	.20	Dly	.10
Lamani, Honduras	No TA	.45	.32	T,F	.10
"	MiaTA	.48	.20	Dly	.10
Las Canas, Costa Rica	No TA	.57	.32	T,F	.10
"	MiaTA	.53	.20	Dly	.10
Las Juntas, Costa Rica	No TA	.56	.32	T,F	.10
"	MiaTA	.52	.20	Dly	.10
Liberia, Costa Rica	No TA	.58	.32	T,F	.10
"	MiaTA	.54	.20	Dly	.10
Libertad, Nicaragua	Mia TA	.51	.20	Dly	.10
"	NoTA	.54	.20	T,F	.10
"	No TA	.52	.32	T,F	.10
Lima, Peru	Mia P	1.05	.32	Dly	.10
"	No P	1.24	.43	Dly	.10
"	Bro P	1.24	.43	Dly	.10
"	Lga P	1.46	.43	Dly	.10
"	Hu P	1.32	.43	Dly	.10
"	Cc P	1.27	.43	Dly	.10
Limon, Costa Rica	Mia TA	.64	.20	Frequently	.10
Loja, Ecuador	Mia P	.89	.32	T	.10
"	No P	1.09	.43	M	.10
"	Bro P	1.12	.43	M	.10
"	Lga P	1.36	.43	Su	.10
"	MiaTA	.55	20	Dly	.10
"	Hu P	1.20	.43	M	.10
"	Cc P	1.15	.43	M	.10
Lorica, Colombia	Mia P	.53	.32	Su,T,W	.10
"	No P	1.03	.32	F	.10
"	Bro P	1.13	.43	F	.10
"	Lga P	1.40	.43	Th	.10
"	Hu P	1.21	.43	F	.10
"	Cc P	1.16	.43	F	.10
Los Chiles, Costa Rica	No TA	.58	32	T,F	.10
"	MiaTA	.54	20	Dly	.10

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Marcio, Brasil	Mia P	1.26	.43	Dly	.10
"	Nyk P	1.52	.43	Dly	.10
"	No P	1.51	.43	Dly	.10
"	Bro P	1.56	.43	Dly	.10
"	Lgs P	1.56	.43	Dly	.10
"	Hu P	1.64	.43	Dly	.10
"	Ce P	1.59	.43	Dly	.10
Maganque, Colombia	Mia P	.52	.32	Su,T,F	.10
"	No P	1.02	.32	Su,M,F	.10
"	Bro P	1.12	.43	Su,M,F	.10
"	Lgs P	1.39	.43	Su,Th,Sa	.10
"	Hu P	1.20	.43	Su,M,F	.10
"	Ce P	1.15	.43	Su,M,F	.10
Managua, Nicaragua	Mia P	.65	.32	Dly	.10
"	MiaTA	.50	.20	Dly	.10
"	NoTA	.48	.32	T,F	.10
"	No P	.64	.32	Twice Dly	.10
"	Bro P	.68	.32	Twice Dly	.10
"	Lgs P	1.00	.32	Dly	.10
"	Hu P	.58	.32	2 Dly	.10
"	Ce P	.53	.32	2 Dly	.10
Manaos, Brasil	Mia P	1.24	.43	Su,W,Th	.10
"	Nyk P	1.44	.43	Su,W,T	.10
"	No P	1.48	.43	M,T,F	.10
"	Bro P	1.54	.43	M,T,F	.10
"	Lgs P	1.79	.43	S,M,Th	.10
"	Hu P	1.62	.43	W,F,Sa	.10
"	Ce P	1.57	.43	W,F,Sa	.10
Manizales, Colombia	Mia P	.65	.32	Dly	.10
"	No P	1.04	.32	Dly	.10
"	Bro P	1.07	.43	Dly	.10
"	Lgs P	1.34	.43	Dly	.10
"	Hu P	1.15	.43	Dly	.10
"	Ce P	1.10	.43	Dly	.10
Manta, Ecuador	Mia P	.88	.32	M,Th,Sa	.10
"	No P	1.07	.43	Su,W,F	.10
"	Bro P	1.10	.43	Su,W,F	.10
"	Lgs P	1.35	.43	Tu,Th,Sa	.10
"	Hu P	1.18	.43	M,F	.10
"	Ce P	1.13	.43	M,F	.10
Manto, Honduras	No TA	.47	.32	T,F	.10
"	MiaTA	.50	.20	Dly	.10
Manzanillo, Cuba	Mia P	.22	.15	Dly	.08
Maracaibo, Venezuela	Mia P	.59	.32	Dly	.10
"	Mia K	.44	.32	Dly	.10
"	No P	.93	.43	Dly	.10
"	Bro P	1.00	.32	Dly	.10
"	Lgs P	1.27	.43	Dly	.10
"	Hu P	.90	.32	Dly	.10
"	Ce P	.85	.32	Dly	.10
Marcala, Honduras	No TA	.46	.32	T,F	.10
"	MiaTA	.49	.20	Dly	.10
Matagalpa, Nicaragua	No TA	.51	.32	T,F	.10
"	MiaTA	.53	.20	Dly	.10
Maturin, Venezuela	Mia P	.67	.32	Dly	.10
"	Nyk P	.78	.32	Dly	.10
"	No P	1.04	.32	Dly	.10
"	Bro P	1.15	.43	Dly	.10
"	Lgs P	1.38	.43	Dly	.10
"	Hu P	1.07	.43	Dly	.10
"	Ce P	1.02	.43	Dly	.10
Mazatlan, Mexico	Bro P	.47	.32	Dly	.05
"	Lgs P	.45	.17	Dly	.05
"	Hu P	.55	.32	Dly	.05
"	Ce P	.50	.32	Dly	.05
Medellin, Colombia	Mia P	.59	.32	Dly	.10
"	No P	1.02	.32	Dly	.10
"	Bro P	1.06	.32	Dly	.10
"	Lgs P	1.35	.43	Dly	.10
"	Hu P	1.14	.43	Dly	.10
"	Ce P	1.09	.43	Dly	.10
Mendoza, Argentina	Mia P	1.41	.43	Dly	.10
"	No P	1.52	.43	Dly	.10
"	Bro P	1.53	.43	Dly	.10
"	Lgs P	1.77	.43	Dly	.10
"	Hu P	1.61	.43	Dly	.10
"	Ce P	1.56	.43	Dly	.10
Merida, Mexico	Mia P	.35	.17	Twice Dly	.05
"	No P	.31	.17	Twice Dly	.05
"	Bro P	.53	.32	Dly	.05
"	Lgs P	.92	.32	Dly	.05
Merida, Mexico (cont'd)	Dl B	.56	.32	Dly	.05
"	Fv B	.56	.32	Dly	.05
"	Lo B	.42	.32	Dly	.05
"	Sa B	.49	.32	Dly	.05
"	Hu P	.61	.32	Dly	.05
"	Ce P	.56	.32	Dly	.05
Mexicali, Mexico	Lgs P	.12	.15	Dly	.05
Mexico City, Mexico	Mia P	.64	.32	Twice Dly	.05
"	No P	.61	.32	Dly	.05
"	Dl B	.36	.17	Dly	.05
"	Lgs A	.38	.15	Dly	.05
"	Lgs P	.64	.27	Dly	.05
"	Lo B	.24	.17	Dly	.05
"	Fv B	.36	.17	Dly	.05
"	Fv A	.20	.15	Dly	.05
"	Eo A	.25	.15	Dly	.05
"	Sa A	.15	.15	Dly	.05
"	Sa B	.30	.17	Dly	.05
"	MiaTA	.64	.20	Dly	.05
"	No TA	.61	.49	T,F	.10
Minatitlan, Mexico	Mia P	.51	.32	Dly	.05
"	No P	.47	.32	Dly	.05
"	Bro P	.36	.17	Dly	.05
"	Lgs P	.79	.32	Dly	.05
"	Hu P	.44	.17	D y	.05
"	Ce P	.39	.17	Dly	.05
Montego Bay, Jamaica	Mia P	.20	.15	Dly	.10
Monteria, Colombia	Mia P	.53	.32	Dly	.10
"	No P	1.03	.32	Dly	.10
"	Bro P	1.13	.43	Dly	.10
"	Lgs P	1.40	.43	Dly	.10
"	Hu P	1.21	.43	Dly	.10
"	Ce P	1.16	.43	Dly	.10
Monterrey, Mexico	Fv A	.15	.15	Dly	.05
"	Fv B	.27	.17	Dly	.05
"	Dl B	.27	.17	Dly	.05
"	Eo A	.18	.15	Dly	.05
"	Lgs A	.31	.15	Dly	.05
"	Lo B	.13	.15	Dly	.05
"	Sa A	.09	.15	Dly	.05
"	Sa B	.20	.15	Dly	.05
Montevideo, Uruguay	Mia P	1.55	.43	Dly	.10
"	Nyk P	1.82	.43	Dly	.10
"	No P	1.65	.43	Dly	.10
"	Bro P	1.68	.43	Dly	.10
"	Lgs P	1.98	.43	Dly	.10
"	Hu P	1.76	.43	Dly	.10
"	Ce P	1.71	.43	Dly	.10
Mossoro, Brasil	Mia P	1.24	.43	T	.10
"	Nyk P	1.41	.43	T	.10
"	No P	1.46	.43	Su	.10
"	Bro P	1.53	.43	Su	.10
"	Lgs P	1.76	.43	Sa	.10
"	Hu P	1.61	.43	Su	.10
"	Ce P	1.56	.43	Su	.10
Nassau, Bahamas	Mia P	.10	.15	Twice Dly	.10
Natal, Brasil	Mia P	1.25	.43	Dly	.10
"	Nyk P	1.45	.43	Dly	.10
"	No P	1.48	.43	Dly	.10
"	Bro P	1.54	.43	Dly	.10
"	Lgs P	1.80	.43	Dly	.10
"	Hu P	1.62	.43	Dly	.10
"	Ce P	1.57	.43	Dly	.10
Nicoya, Costa Rica	No TA	.57	.32	T,F	.10
"	MiaTA	.53	.20	Dly	.10
Nueva Gerona (Isle of Pines), Cuba	Mia EA	.14	.15	Twice dly	.08
Nueva Ocotepeque, Hon.	No TA	.50	.32	T,F	.10
"	Mia	.53	.20	Dly	.10
Nuevo Laredo, Mexico	Dl B	.22	.17	Dly	.05
"	Fv B	.22	.17	Dly	.05
"	Sa B	.15	.15	Dly	.05
"	Lo B	.08	.05	Dly	.05
Oaxaca, Mexico	Mia P	.71	.32	Dly except Sa	.05
"	No P	.68	.32	Dly except F	.05
"	Bro P	.30	.17	Dly except Sa	.05
"	Lgs P	.76	.32	Dly except F	.05
"	Hu P	.38	.17	Dly	.05
"	Ce P	.33	.17	Dly	.05
Olanchito, Honduras	MiaTA	.52	.20	Dly	.10
"	No TA	.49	.32	T,F	.10
Orica, Honduras	MiaTA	.49	.20	Dly	.10
"	No TA	.46	.32	T,F	.10
Oruro, Bolivia	Mia P	1.24	.43	M,T,W,F,Sa	.10
"	No P	1.33	.43	M,T,Th,F,Sa	.10
"	Bro P	1.33	.43	M,T,Th,F,Sa	.10
"	Lgs P	1.55	.43	S,M,W,Th,F	.10
"	Hu P	1.41	.43	Dly	.10
"	Ce P	1.36	.43	Dly	.10
Otu, Colombia	Mia P	.62	.32	Su,M,T,W,Th	.10
"	No P	1.13	.43	Su,M,T,W,Sa	.10
"	Bro P	1.17	.43	Su,M,T,W,Sa	.10
"	Lgs P	1.46	.43	Su,M,T,F,Sa	.10
"	Hu P	1.25	.43	Dly	.10
"	Ce P	1.20	.43	Dly	.10
Palmar, Costa Rica	MiaTA	.53	.20	Dly	.10
"	No TA	.57	.32	T,F	.10
Panama City, Panama	Mia P	.55	.32	Twice Dly	.10
"	Mia Ta	.63	.20	Dly	.10
"	No P	.82	.32	Dly	.10
"	Bro P	.86	.32	Twice Dly	.10
"	Lgs P	1.15	.43	Dly	.10
"	Hu P	.74	.32	2 Dly	.10
"	Ce P	.70	.32	2 Dly	.10
Para, Brazil (See Belem)					
Paramaribo, Sur	Mia P	.91	.32	Dly	.10
"	Mia K	.73	.43	T, F	.10
"	Nyk P	.96	.32	Dly	.10
"	No P	1.18	.43	Dly	.10
"	Bro P	1.25	.43	Dly	.10
"	Lgs P	1.48	.43	Dly	.10
"	Hu P	1.23	.43	Dly	.10
"	Ce P	1.18	.43	Dly	.10
Parnahyba, Brazil	Mia P	1.19	.43	Sa	.10
"	Nyk P	1.33	.43	Sa,T	.10
"	No P	1.38	.43	Th,Su	.10
"	Bro P	1.48	.43	Th,Su	.10
"	Lgs P	1.67	.43	W,Sa	.10
"	Hu P	1.56	.43	Su,Th	.10
"	Ce P	1.51	.43	Su,Th	.10
Parrita, Costa Rica	MiaTA	.51	.20	Dly	.10
"	No TA	.55	.32	T,F	.10
Pasto, Colombia	Mia P	.74	.32	Dly	.10
"	No P	1.15	.43	Dly	.10
"	Bro P	1.18	.43	Dly	.10
"	Lgs P	1.45	.43	Dly	.10
"	Hu P	1.26	.43	Dly	.10
"	Ce P	1.21	.43	Dly	.10
Pato, Colombia	Mia P	.59	.32	Su,T,W	.10
"	No P	1.10	.43	M,T,Sa	.10
"	Bro P	1.20	.43	M,T,Sa	.10
"	Lgs P	1.47	.43	Su,M,F	.10
"	Hu P	1.28	.43	M,T,Sa	.10
"	Ce P	1.23	.43	M,T,Sa	.10
Pereira, Colombia	Mia P	.64	.32	Dly	.10
"	No P	1.03	.32	Dly	.10
"	Bro P	1.06	.32	Dly	.10
"	Lgs P	1.33	.43	Dly	.10
"	Hu P	1.14	.43	Dly	.10
"	Ce P	1.09	.43	Dly	.10
Popayan, Colombia	Mia P	.68	.32	Dly	.10
"	No P	1.03	.32	Dly	.10
"	Bro P	1.06	.32	Dly	.10
"	Lgs P	1.33	.43	Dly	.10
"	Hu P	1.14	.43	Dly	.10
"	Ce P	1.09	.43	Dly	.10
Port au Prince, Haiti	Mia P	.30	.17	Dly	.10
"	Mia K	.25	.17	T,F	.10
"	Nyk P	.63	.32	Dly	.10
Port of Spain, Trinidad	Mia P	.67	.32	Dly	.10
"	Mia K	.56	.32	Dly	.10
"	Nyk P	.72	.32	Dly	.10
"	No P	1.04	.32	Dly	.10
"	Bro P	1.18	.43	Dly	.10
"	Lgs P	1.41	.43	Dly	.10
"	Hu P	1.08	.43	Dly	.10
"	Ce P	1.03	.43	Dly	.10
Porto Alegre, Brazil	Mia P	1.51	.43	Dly	.10
"	Nyk P	1.74	.43	Dly	.10
"	No P	1.69	.43	Dly	.10
"	Bro P	1.84	.43	Dly	.10
"	Lgs P	2.14	.43	Dly	.10
Porto Cabezas, Nic.	Mia Ta	.67	.20	Frequently	.10
"	NoTA	.65	.20	T,F	.10
Potrero Grande, Costa Rica	No TA	.58	.32	T,F	.10
"	MiaTA	.54	.20	Dly	.10
Preston, Cuba	Mia P	.63	.15	Dly	.08
Progreso, Honduras	No TA	.49	.32	T,F	.10
"	MiaTA	.52	.20	Dly	.10
Puebla, Puebla	Dl B	.41	.17	Dly	.05
"	Fu B	.41	.17	Dly	.05
"	Lo B	.27	.17	Dly	.05
"	Sa B	.34	.17	Dly	.05
Puerto Cabezas, Nic.	No TA	.61	.32	T,F	.10
"	MiaTA	.63	.20	Dly	.10
Puerto Cortez, Hond.	No TA	.49	.32	T,F	.10
"	MiaTA	.52	.20	Dly	.10
Puerto Jiminez, C. R.	No TA	.59	.32	T,F	.10
"	MiaTA	.54	.20	Dly	.10
Puerto Limon, C. R.	No TA	.56	.32	T,F	.10
"	MiaTA	.52	.20	Dly	.10
Puerto Suarez, Bolivia	Mia P	1.36	.43	Sa	.10
"	No P	1.48	.43	F	.10
"	Bro P	1.50	.43	F	.10
"	Lgs P	1.69	.43	Th	.10
"	Hu P	1.58	.43	F	.10
"	Ce P	1.53	.43	F	.10
Puerto Wilches, Col.	Mia P	.60	.32	Su,T,F	.10
"	No P	1.12	.43	Su,M,F	.10
"	Bro P	1.20	.43	Su,M,F	.10
"	Lgs P	1.49	.43	Su,Th,Sa	.10
"	Hu P	1.28	.43	Su,M,F	.10
"	Ce P	1.23	.43	Su,M,F	.10
Puntarenas, Costa Rica	Mia Ta	.51	.20	Dly	.10
"	NoTA	.55	.32	T,F	.10
Quibdo, Colombia	Mia P	.62	.32	Su	.10
"	No P	1.14	.43	F	.10
"	Bro P	1.19	.43	F	.10
"	Lgs P	1.46	.43	Th	.10
"	Hu P	1.27	.43	Sa	.10
"	Ce P	1.22	.43	Sa	.10
Quito, Ecuador	Mia P	.89	.32	Dly	.10
"	No P	1.09	.43	Dly	.10
"	Bro P	1.09	.43	Dly	.10
"	Lgs P	1.36	.43	Dly	.10
"	Hu P	1.17	.43	Dly	.10
"	Ce P	1.12	.43	Dly	.10
Recife (Pernambuco) Brazil	Mia P	1.26	.43	Dly	.10
"	Nyk P	1.48	.43	Dly	.10
"	No P	1.50	.43	Dly	.10
"	Bro P	1.56	.43	Dly	.10
"	Lgs P	1.84	.43	Dly	.10
"	Hu P	1.64	.43	Dly	.10
"	Ce P	1.59	.43	Dly	.10
Remedios, Colombia	Mia P	.64	.32	Su,M,T,W,Th	.10
"	No P	1.15	.43	Su,M,T,W,Sa	.10
"	Bro P	1.19	.43	Su,M,T,W,Sa	.10
"	Lgs P	1.48	.43	Su,M,T,F,Sa	.10
"	Hu P	1.27	.43	Dly	.10
"	Ce P	1.22	.43	Dly	.10
Rio de Janeiro	Mia P	1.41	.43	Dly	.10
"	Nyk P	1.58	.43	Dly	.10
"	No P	1.54	.43	Dly	.10
"	Bro P	1.64	.43	Dly	.10
"	Lgs P	1.94	.43	Dly	.10
"	Hu P	1.68	.43	Dly	.10
"	Ce P	1.64	.43	Dly	.10
Robore, Bolivia	Mia P	1.36	.43	Sa	.10
"	No P	1.48	.43	F	.10
"	Bro P	1.50	.43	F	.10
"	Lgs P	1.69	.43	Th	.10
"	Hu P	1.58	.43	F	.10
"	Ce P	1.53	.43	F	.10
Ruinas de Capan, Hond.	No TA	.49	.32	T,F	.10
"	MiaTA	.52	.20	Dly	.10
Salama, Honduras	No TA	.47	.32	T,F	.10
"	MiaTA	.50	.20	Dly	.10
Salinas, Ecuador	Mia P	.86	.32	Th,Sa	.10
"	No P	1.06	.32	W,F	.10
"	Bro P	1.10	.43	W,F	.10
"	Lgs P	1.35	.43	T,Th	.10
"	Hu P	1.18	.43	W,F	.10
"	Ce P	1.13	.43	W,F	.10
Salta, Argentina	Mia P	1.30	.43	Su,T,F	.10
"	No P	1.45	.43	M,Th,Sa	.10
"	Bro P	1.45	.43	M,Th,Sa	.10
"	Lgs P	1.64	.43	Su,W,F	.10
"	Hu P	1.53	.43	M,Th,Sa	.10
"	Ce P	1.48	.43	M,Th,Sa	.10
San Estaban, Honduras	No TA	.50	.32	T,F	.10
"	MiaTA	.53	.20	Dly	.10
San Fran. de la Paz, Honduras	No TA	.47	.32	T,F	.10
"	MiaTA	.50	.20	Dly	.10
San Ignacio, Bolivia	Mia P	1.33	.43	Sa	.10
"	No P	1.46	.43	F	.10
"	Bro P	1.48	.43	F	.10
"	Lgs P	1.64	.43	Th	.10
"	Hu P	1.56	.43	F	.10
"	Ce P	1.51	.43	F	.10
San Isidro, Costa Rica	No TA	.46	.32	T,F	.10
"	MiaTA	.49	.20	Dly	.10
"	No TA	.55	.32	T,F	.10
"	MiaTA	.51	.20	Dly	.10

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
San Jose, Bolivia	Mia P	1.35	43	Sa	10
"	No P	1.48	43	F	10
"	Bro P	1.49	43	F	10
"	Lgs P	1 67	43	Th	10
"	Hu P	1.57	43	F	10
"	Cc P	1.52	43	F,Sa	10
San Jose, Costa Rica	Mia P	.60	32	Dly	10
"	Mia Ta	.50	20	Dly	10
"	Mia K	.73	32	M,F	10
"	NoTA	.54	32	T,F	10
"	No P	.71	32	Dly	10
"	Bro P	.74	32	Twice Dly	10
"	Lgs P	1.06	32	Dly	10
"	Hu P	.64	32	Dly	10
"	Cc P	.60	32	2 Dly	10
San Juan, Puerto Rico	Mia P	.36	32	Thrice Dly	05
"	Nyk P	.47	32	Dly	05
San Marcos, Colombia	Mia P	.53	32	T,Th	10
"	No P	1 04	32	M,W	10
"	Bro P	1.14	43	M,W	10
"	Lgs P	1.41	43	Su,T	10
"	Hu P	1.22	43	M,W	10
"	Cc P	1.17	43	M,W	10
San Marcos de Colon, Honduras	No TA	.46	32	T,F	10
"	MiaTA	.49	20	Dly	10
San Marcos Octopeque, Honduras	No TA	.49	32	T,F	10
"	MiaTA	.52	20	Dly	10
San Pedro, Sula, Hond.	Mia Ta	.51	20	Dly	10
"	NoTA	.48	32	T,F	10
San Salvador, El Salvador	Mia P	.57	32	Dly	10
"	Mia Ta	.42	20	Dly	10
"	NoTA	.39	32	T,F	10
"	No P	.53	32	Twice Dly	10
"	Bro P	.57	32	Dly	10
"	Lgs P	.94	32	Dly	10
"	Hu P	.50	32	Dly	10
"	Cc P	.44	32	Dly	10
Santa Barbara, Hond.	No TA	.48	32	T,F	10
"	MiaTA	.51	20	Dly	10
Santa Clara, Cuba	Mia EA	.15	15	Thrice Dly	08
Santa Cruz, Bolivia	Mia P	1.28	43	M,W,Sa	10
"	No P	1.43	43	Su,T,F	10
"	Bro P	1.43	43	Su,T,F	10
"	Lgs P	1.59	43	M,Th,Sa	10
"	Hu P	1.51	43	Su,T,F	10
"	Cc P	1.46	43	Su,T,F	10
Santa Cruz, Costa Rica	No TA	.58	32	T,F	10
"	MiaTA	.54	20	Dly	10
Santa Marta, Colombia	Mia P	.48	32	Dly	10
"	No P	.96	32	Dly	10
"	Bro P	1 06	32	Dly	10
"	Lgs P	1 33	43	Dly	10
"	Hu P	1.14	43	Dly	10
"	Cc P	1.09	43	Dly	10
Santa Rosa de Copan, Honduras	No TA	.48	32	T,F	10
"	MiaTA	.51	20	Dly	10
Santiago, Chile	Mia P	1 38	43	Dly	10
"	No P	1 51	43	Dly	10
"	Bro P	1 51	43	Dly	10
"	Lgs P	1.75	43	Dly	10
"	Hu P	1.59	43	Dly	10
"	Cc P	1.54	43	Dly	10
Santiago, Cuba	Mia P	.24	15	Thrice Dly	08
	Mia EA	.20	15	Dly	03
Sao Luis, Brasil	Mia P	1 16	43	Dly	10
"	Nyk P	1.29	43	Dly	10
"	No P	1 38	43	Dly	10
"	Bro P	1.43	43	Dly	10
"	Lgs P	1.62	43	Dly	10
"	Hu P	1.51	43	Dly	10
"	Cc P	1.46	43	Dly	10
Sao Paolo, Brasil	Mia P	1.44	43	Twice Dly	10
"	Nyk P	1.64	43	Dly	10
"	No P	1.56	43	Dly	10
"	Bro P	1.69	43	Dly	10
"	Lgs P	1 99	58	Dly	10
"	Hu P	1.75	43	Dly	10
"	Cc P	1.70	43	Dly	10
Sao Salvador, Brasil (Bahia)	Mia P	1.28	43	Dly	10
"	Nyk P	1.58	43	Dly	10
"	No P	1.54	43	Dly	10
"	Bro P	1 64	43	Dly	10
"	Lgs P	1.94	43	Dly	10
"	Hu P	1.72	43	Dly	10
"	Cc P	1.67	43	Dly	10
St. Kitts, N. W. I.	Mia K	.72	35	Sa	10
St. Lucia, B.W.I.	Mia P	.71	32	Dly	10
"	Nyk P	.67	32	T,Th,Sa	10
"	No P	1.00	32	Dly exc. Su	10
"	Bro P	1.16	43	Dly exc. Su	10
"	Lgs P	1.39	43	Dly exc. Sa	10
"	Hu P	1.15	43	Dly	10
"	Cc P	1.10	43	Dly	10
St. Martin, N.W.I.	Mia K	.68	32	Sa	10
St. Thomas, V.I.	Mia P	.46	32	Twice Dly	05
"	Nyk P	.51	32	Dly	05
Segovia, Colombia	Mia P	.64	32	Su,M,T,W,Th	10
"	No P	1.15	43	Su,M,T,W,Sa	10
"	Bro P	1.19	43	Su,M,T,W,Sa	10
"	Lgs P	1.48	43	Su,M,T,F,Sa	10
"	Hu P	1.27	43	Dly	10
"	Cc P	1.22	43	Dly	10
Siguatepeque, Hond.	No TA	.46	32	T,F	10
"	MiaTA	.49	20	Dly	10
Sincelejo, Colombia	Mia P	.53	32	Dly	10
"	No P	1.04	32	Dly	10
"	Bro P	1.14	43	Dly	10
"	Lgs P	1.41	43	Dly	10
"	Hu P	1.22	43	Dly	10
"	Cc P	1.17	43	Dly	10
Siuna, Nicaragua	Mia Ta	.58	20	Dly	10
"	NoTA	.56	32	T,F	10
Sixaola, Costa Rica	No TA	.57	32	T,F	10
"	MiaTA	.53	20	Dly	10
Talara, Peru	Mia P	.90	32	Dly	10
"	No P	1.10	43	Dly	10
"	Bro P	1.12	43	Dly	10
"	Lgs P	1.36	43	Dly	10
"	Hu P	1.20	43	Dly	10
"	Cc P	1.15	43	Dly	10
Tampico, Mexico	Bro P	.15	15	Dly	05
"	Lgs P	.76	32	Dly	05
"	Hu P	.15	15	Dly	05
"	Cc P	.13	15	Dly	05
Tapachula, Mexico	Mia P	.57	32	Dly	05
"	No P	.53	32	Dly	05
"	Bro P	.49	32	Dly	05
"	Lgs P	.88	32	Dly	05
"	Hu P	.42	32	Dly	05
"	Cc P	.37	32	Dly	05
Tegucigalpa, Honduras	Mia P	.62	32	Dly	10
"	Mia Ta	.47	20	Dly	10
"	NoTA	.44	32	T,F	10
"	No P	.59	32	Dly	10
"	Bro P	.62	32	Dly	10
"	Lgs P	.97	32	Dly	10
"	Hu P	.53	32	Dly	10
"	Cc P	.48	32	Dly	10
Tela, Honduras	Mia Ta	.52	20	Dly	10
"	NoTA	.49	20	T,F	10
Tempisque, Costa Rica	No TA	.58	32	T,F	10
"	MiaTA	.54	20	Dly	10
Trujillo, Honduras	No TA	.51	32	T,F	10
"	MiaTA	.54	20	Dly	10
Tucuman, Argentina	Mia P	1.34	43	Su,T,F	10
"	No P	1.48	43	M,Th,Sa	10
"	Bro P	1.49	43	M,Th,Sa	10
"	Lgs P	1.68	43	Su,W,F	10
"	Hu P	1.57	43	M,Th,Sa	10
"	Cc P	1.52	43	M,Th,Sa	10
Tumaco, Colombia	Mia P	.73	32	Su	10
"	No P	1.14	43	F	10
"	Bro P	1.17	43	F	10
"	Lgs P	1.44	43	Th	10
"	Hu P	1.25	43	W,Sa	10
"	Cc P	1.20	43	W,Sa	10
Tuquerres, Colombia	Mia P	.74	32	Dly	10
"	No P	1 15	43	Dly	10
"	Bro P	1.18	43	Dly	10
"	Lgs P	1.45	43	Dly	10
"	Hu P	1.26	43	Dly	10
"	Cc P	1.21	43	Dly	10
Turbo, Colombia	Mia P	59	32	M,T,F,Sa	10
"	No P	1 02	32	Su,M,Th,F	10
"	Bro P	1 06	32	Su,M,Th,F	10
"	Lgs P	1 35	43	Su,W,Th,Sa	10
"	Hu P	1.14	43	Su,M,Th,F	10
"	Cc P	1.09	43	Su,M,Th,F	10
Tuxpan, Mexico	Bro P	18	15	Dly	05
"	Lgs P	.74	32	Dly	05
"	Hu P	.26	17	Dly	05
"	Cc P	.21	15	Dly	05
Tuxtla, Gutierrez, Mex.	Mia P	.62	32	Dly except Sa	05
"	No P	59	32	Dly except F	05
"	Bro P	.42	17	Dly except Sa	05
"	Lgs P	.83	32	Dly except F	05
"	Hu P	.50	32	Dly	05
"	Cc P	.45	17	Dly	05
Uyuni, Bolivia	Mia P	1.26	43	T,F	10
"	No P	1.38	43	M,Th	10
"	Bro P	1.38	43	M,Th	10
"	Lgs P	1 56	43	Su,W	10
"	Hu P	1.46	43	M,Th	10
"	Cc P	1.41	43	M,Th	10
Varadero, Cuba	Mia P	.18	15	Dly	08
"	Mia EA	.11	15	Twice Dly	08
Veracruz, Mexico	Mia P	.57	32	Dly	05
"	No P	.53	32	Dly	05
"	Bro P	.28	17	Dly	05
"	Lgs P	.76	32	Dly	05
"	Dl B	.42	32	Dly	05
"	Fv B	.42	32	Dly	05
"	Lo B	.28	17	Dly	05
"	Sa B	.35	17	Dly	05
"	Hu P	.36	17	Dly	05
"	Cc P	.31	17	Dly	05
Victoria, Brasil	Mia P	1.41	43	Sa	10
"	Nyk P	1.66	43	Th,Sa	10
"	No P	1.59	43	Th	10
"	Bro P	1.73	43	Th	10
"	Lgs P	2 03	43	W	10
"	Hu P	1.81	43	Th	10
"	Cc P	1.76	43	Th	10
Victoria de las Tunas, Cuba	Mia P	.22	15	Dly	05
Villahermosa, Mexico	Mia P	.47	32	Dly	05
"	No P	.43	17	Dly	05
"	Bro P	.40	17	Dly	05
"	Lgs P	.83	32	Dly	05
"	Hu P	.48	32	Dly	05
"	Cc P	.43	17	Dly	05
Villavicencio, Col.	Mia P	.65	32	Dly	10
"	No P	1.18	43	Dly	10
"	Bro P	1.15	43	Dly	10
"	Lgs P	1 42	43	Dly	10
"	Hu P	1.23	43	Dly	10
"	Cc P	1.18	43	Dly	10
Volcon, Costa Rica	No TA	.57	32	T,F	10
"	MiaTA	.53	20	Dly	10
Waspan, Nicaragua	No TA	.60	32	T,F	10
"	MiaTA	.62	20	Dly	10
Yoro, Honduras	No TA	.47	32	T,F	10
"	MiaTA	.50	20	Dly	10

ATLANTIC ROUTES

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	RATES (See Note) Per $100 Value	Depart	Mail per ½ Oz.
Accra, Gold Coast	Nyk P	2.32	.43	Su,W	.25
"	Bw P	2.29	.25	T	.25
"	Wa P	2.36	.25	Sa	.25
Addis Ababa, Ethiopia	NykAF	2.97	..	Thrice Wkly	.25
Aguel Hoc, Fr. W. Afr.	NykAF	2.01	..	Thrice Wkly	.25
Ajaccio, Fr. Corsica	NykAF	1.40	..	Thrice Wkly	.25
Ajadir, Morocco	NykAF	1.69	..	Thrice Wkly	.25
Algiers, Algeria	NykTW	1.52	.25	M, T	.15
Amsterdam, Netherlands	NykAO	1.29	.25	Su,T,Th,F	.15
"	WaAO	1.33	.25	T	.15
"	Ph AO	1.31	.25	T	.15
"	BwAO	1.27	.25	T	.15
"	Nyk AF	1.34	..	Thrice Wkly	.15
"	NykK	1.29	.25	T,Th,Sa	.15
Ankara, Turkey	Nyk P	2.01	.25	F	.15
"	Bw P	1.98	.25	Sa	.15
"	Wa P	2.05	.25	Sa	.15
"	Nyk AF	2.48	..	Thrice Wkly	.15
Aoulef, Morocco	NykAF	1.69	..	..	.15
Asmara, Ethiopia	NykAF	2.72	..	..	.25
Atar, Fr. W. Africa	NykAF	2.10	..	..	.15
Athens, Greece	NykTW	1.81	.25	T, W, Sa	.15
"	WaTW	1.85	.25	W, Sa	.15
"	Cg TW	1.92	.25	Sa	.15
"	NykAF	1.76	..	..	.15
Bagdad, Iraq	NykAF	2.41	..	..	.25
Bangui, Belg. Congo	NykAF	3.18	..	..	.25
Bangkok, Siam	NykK	3.48	..	..	.25
Basle, Switzerland	Nyk K	1.35	..	T,Th,Sa,M	.15
Basrah, Iraq	NykAF	2.55	..	..	.25
Bastia, Corsica	NykAF	1.40	..	..	..
Beirut, Lebanon	NykAF	2.29	..	..	.25
Benghasi, Libya	NykAF	1.91	..	..	.15
Berlin, Germany	NykAO	1.44	.25	W,F	..
"	WaAO	1.48	.25	F	..
"	Ph AO	1.46	.25	F	..
Bolama, Portuguese Guinea, Africa	Nyk P	2.66	.43	Fortnightly	.50
Bone, Algeria	NykAF	1.55	..	Thrice Wkly	.25
Bordeaux, France	NykAF	1.32	..	Thrice Wkly.	.15
Bombay, India	NykTW	2.47	.25	T, Th, Sa	.25
"	WaTW	2.52	.25	T, Sa	.25
Botwood Newfoundland	Nyk P	.81	.32	Su,W,F	.15
Brazzaville, Fr. Eq. Af.	NykAF	2.92	..	..	.25
Brussels, Belgium	Nyk P	1.27	.43	M,Th	.15
"	Bw P	1.25	.25	Sa	.15
"	Wa P	1.32	.25	Sa	.15
"	NykAF	1.30	..	..	.15
"	Nyk K	1.31	..	T,Th,Sa,M	.15
Cairo, Egypt	NykTW	2.10	.25	Dly	.15
"	WaTW	2.14	.25	T, Sa	.15
"	BwTW	2.07	.25	M	.15
"	Ph TW	2.11	.25	M	.15
"	Cg TW	2.21	.25	Sa	.15
"	NykAF	2.18	..	..	.15
Casablanca, Morocco	NykAF	1.64	..	..	.15
Copenhagen, Denmark	NykAO	1.40	.25	Su,M,Th	.15
"	BwAO	1.37	.25	M	.15
"	WaAO	1.44	.25	Th	.15
"	Ph AO	1.42	.25	Th	.15
"	Nyk K	1.40	..	T, Sa	.15
Dakar, Senegal, Africa	Nyk P	1.80	..	Su,Th	.25
"	Bw P	1.77	.25	Tu	.25
"	Wa P	1.83	.25	Sa	.25
"	NykAF	2.30	..	..	.15
Damascus, Syria	NykAF	2.26	..	..	.25
Dar-es-Salaam, Tanganyika	NykAF	3.47	..	..	.25
Dhahran, Saudi Arabia	WaTW	2.52	.25	T	.25
"	Ph TW	2.67	.25	Su	.25
"	NykTW	2.47	.25	T, Th, Sa	.25
"	BwTW	2.63	.25	Su	.25
Dire Dauoua, Ethiopia	NykAF	2.87	..	..	.25
Dijibouti, Fr. Somaliland	NykAF	2.81	..	..	.25
Douala, Fr. W. Africa	NykAF	2.57	..	..	.15
El Adem, Libya	NykAF	1.99	..	..	.15
El Golea, Fr. W. Africa	NykAF	1.62	..	..	.15
Fez, Morocco	NykAF	1.60	..	..	.15
Ft. Trinquet, Fr. W. Af.	NykAF	1.97	..	..	.15
Foynes, Eire via Botwood	Nyk P	1.78	.43	Su,W,F	.15
Frankfort-am-Main, Germany	NykAO	1.35	.25	Dly	..
"	BwAO	1.37	.25	Th	..
"	WaAO	1.39	.25	T,W,F	..
"	Ph AO	1.37	.25	T,W,F	..
"	Nyk P	1.35	.25	M,Th	.15
"	Bw P	1.32	.25	Sa	.15
"	Wa P	1.39	.25	Sa	.15
Gander, N. F.	WaTW	.41	.20	T	.10
"	Ph TW	.39	.20	M	.10
"	NykTW	.38	.20	Daily	.10
"	BwTW	.35	.20	M	.10
"	Cg TW	.49	.20	Sa	.10
"	NykAO	.38	.20	Dly	.15
"	Bw Ao	.35	.20	S,M,Th	.15
"	WaAO	.41	.20	T,W,Th,F	.15
"	Ph AO	.39	.20	T,W,Th,F	.15
"	Nyk P	.38	.20	Dly	.15
"	Bw P	.35	.20	Sa	.15
"	Wa P	.41	.20	Sa	.15
"	NykAF	.38	..	..	.10
Gao, Fr. W. Africa	NykAF	2.10	..	..	.15
Geneva, Switzerland	NykTW	1.35	.25	Su, M, T, W	.15
"	WaTW	1.39	.25	Su, F	.15
"	BwTW	1 32	.25	M	.15
"	Ph TW	1.37	.25	M	.15
"	Cg TW	1.47	.25	Sa	.15
"	Nyk K	1.35	..	T,Th,Sa,M	.15

ATLANTIC ROUTES—*Continued*

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per Oz.
Geneva, Switzerland	NykAF	1.34	...	.....	.15
Glasgow, Scotland	Nyk K	1.11	..	T,Th,Sa,M	.15
"	NykAO	1.11	.25	M,Sa	.15
"	BwAO	1.08	.25	M	.15
Hamilton, Bermuda	Nyk P	.25	.12	Dly	.10
"	Bw P	.25	.12	M, Sa	.10
"	Wa P	.25	.12	Su	.10
Helsinki, Finland	NykAO	1.60	.25	T,Th,F	.15
"	WaAO	1.63	.25	Th	.15
"	Ph AO	1.61	.25	Th	.15
Istanbul, Turkey	Nyk P	1.91	.25	F	.15
"	Bw P	1.89	.25	Sa	.15
"	Wa P	1.96	.25	Sa	.15
Jerusalem, Palestine	BwTW	2.17	.25	M	.25
"	NykTW	2.20	.25	T, Sa	.25
"	WaTW	2.24	.25	T, Sa	.25
Juba, Anglo Egypt, Sud.	Nyk AF	3.20	..	Thrice Wkly	.25
Kano, Nigeria	Nyk AF	2.21	..	Thrice Wkly	.25
Karachi, India	Nyk P	2.27	.25	Frequently	.25
	Bw P	2.25	.25	Sa	.25
	Wa P	2.32	.25	Sa	.25
Johannesburg, U. of So. Af.	Nyk P	2.60	.58	Weekly	.25
"	NykK	2.60	..	Fortnightly	.25
"	Bw P	2.66	.25	T	.25
"	Wa P	2.73	.25	Sa	.25
Kano, Nigeria	NykAF	2.21	...	.....	.25
Khartoum, Anglo Egypt, Sud.	Nyk AF	3.66	..	Thrice Wkly	.25
Kisumu, Kenya	Nyk AF	3.42	..	Thrice Wkly	.25
Lagos, Nigeria	NykAF	2.39	...	.....	.25
Leopoldville, Belg. Congo	Nyk P	2.70	.43	Su,Th	.25
"	Bw P	2.41	.25	T	.25
"	Wa P	2.48	.25	Sa	.25
Libreville, Fr. Eq. Af.	NykAF	2.67	...	.....	.25
Lindi, Tanganyika	NykAF	3.55	...	.....	.25
Lisbon, Portugal	Nyk P	1.20	.25	Su,Th	.15
"	Bw P	1.17	.25	T	.15
"	Wa P	1.24	.25	Sa	.15
"	NykTW	1.20	.25	M, W, Th, F	.15
"	Nyk K	1.75	..	T,Th,Sa,M	.15
London, England	NykAO	1.17	.25	Dly	.15
"	BwAO	1.15	.25	Su,Th	.15
"	WaAO	1.22	.25	W	.15
"	Ph AO	1.20	.25	W	.15
"	NykAF	1.35	..	Thrice Wkly	.15
"	Nyk P	1.17	.43	M,W,F,Sa	.15
"	Bw P	1.15	.25	Sa	.15
"	Wa P	1.22	.25	Sa	.15
"	Nyk K	1.31	..	T,Th,Sa,M	.15
Louqsor, Egypt	NykAF	2.25	...	.....	.25
Lyon, France	NykAF	1.31	...	.....	.15
Madrid, Spain	NykTW	1.33	.25	M, W, Th, F	.15
"	Nyk K	1.70	..	T,Th,Sa,M	.15
Malakai, Anglo Egypt, Sud.	NykAF	3.00	...	.....	.25
Malmo, Sweden	Nyk K	1.41	..	T,Th,Sa,M	.15
"	NykAF	1.57	..	.....	.15
Marrakech, Morocco	NykAF	1.66	...	.....	.25
Marseilles, France	NykAF	1.35	...	.....	.15
Mauritius	NykAF	3.85	...	.....	.25
Meknes, Morocco	NykAF	1.61	...	.....	.15
Mogadiscio, Ethiopia	NykAF	3.04	...	.....	.25
Monrovia (Fisherman's Lake), Liberia	Nyk P	2.06	.43	Su,Th	.25
Nairobi, Kenya	NykAF	2.54	..	.....	.25
Niamey, Fr. W. Afr.	NykAF	2.20	..	.....	.25
Nice, France	NykAF	1.35	..	.....	.15
Ojadi Halfa, Anglo Egypt, Sud.	NykAF	2.34	..	.....	.25
Oran, Algeria	NykAF	1.54	..	.....	.15
Oslo, Norway	NykAO	1.41	.25	T,Sa	.30
"	Nyk K	1.41	..	T,Th,Sa,M	.15
"	NykAF	1.58	..	.....	.15
Oujda, Morocco	NykAF	1.55	...	.....	.15
Paris, France	BwTW	1.22	.25	M	.15
"	NykTW	1.25	.25	Dly	.15
"	Ph TW	1.27	.25	T	.15
"	WaTW	1.29	.25	T	.15
"	Cg TW	1.37	.25	Sa	.15
"	Nyk K	1.31	..	T, Sa	.15
"	NykAF	1.25	...	.....	.15
Pointe Noire, Fr. Eq. Af.	NykAF	2.83	...	.....	.25
Port Etienne, Fr. W. Af.	NykAF	2.17	...	.....	.15
Prague, Czech	Nyk P	1.44	.25	M,Th	.15
"	Bw P	1.42	.25	Sa	.15
"	Wa P	1.49	.25	Sa	.15
"	Nyk K	1.44	..	T,Th,Sa,M	.15
"	NykAF	1.53	...	.....	.15
Prestwick, Scotland	NykK	1.11	....	T,Th,Sa	.15
Rabat, Morocco	NykAF	1.62	...	.....	.15
Reunion Islands	NykAF	4.09	...	.....	.25

ATLANTIC ROUTES—*Continued*

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per Oz.
Rome, Italy	NykTW	1.54	.25	Su, M, T, W, F	.15
"	WaTW	1.57	.25	T	.15
"	BwTW	1.51	.25	M	.15
"	Ph TW	1.55	.25	M	.15
"	Cg TW	1.65	.25	Sa	.15
"	NykK	1.54	....	T,Th,Sa	.15
"	Nyk AF	1.52	...	.....	.15
Santa Maria, Azores	Nyk P	.90	.32	Su,M,Th,F	.15
"	Bw P	.87	.20	T	.15
"	Wa P	.93	.20	Sa	.15
"	Nyk K	.90	..	T, Sa	.15
Scotland via Foynes*	Nyk P	(Rates	on	Application)	.15
Sharjah, Saudi Arabia	NykAF	2.75	...	.....	.25
Shediac, N. B.	Nyk P	.51	.17	Su,W,F	.08
Shannon, Eire	BwTW	1.03	.20	M	.15
"	Cg TW	1.17	.25	Sa	.15
"	NykAO	1 06	.25	Dly	.15
"	BwAO	1 03	.25	Su,Th	.15
"	WaAO	1.10	.25	T,W,F	.15
"	Ph AO	1.08	.25	T,W,F	.15
"	Nyk P	1.06	.25	Dly	.15
"	Bw P	1.03	.25	Sa	.15
"	Wa P	1.10	.25	Sa	.15
"	NykTW	1.06	.25	Dly	.15
"	Ph TW	1.08	.25	M	.15
"	WaTW	1.10	.25	Su, F	.15
"	Nyk AF	1.06	...	.....	.15
Stockholm, Sweden	NykAO	1.47	.25	Su,M,T,Th,Sa	.15
"	BwAO	1.44	.25	M	.15
"	WaAO	1.51	.25	Th	.15
"	Ph AO	1.49	.25	Th	.15
"	Nyk K	1.47	..	T,Th,Sa	.15
"	NykAF	1.63	...	.....	.15
Strasbourg, France	NykAF	1.31	...	.....	.15
Tamatave, Madagascar	NykAF	3.90	...	.....	.25
Tananarive, Madagascar	NykAF	3.85	...	.....	.25
Tangiers, Morocco	NykAF	1.72	...	.....	.15
Teheran, Iran	NykAF	2 55	...	.....	.25
Tindouf, Fr. W. Af.	NykAF	1.83	...	.....	.15
Toulouse, France	NykAF	1.34	...	.....	.15
Tripoli, Libya	NykTW	1.81	.25	M, Th	.15
"	Nyk AF	1.76	...	.....	.15
Tunis, Tunisia	NykTW	1.68	.25	M, Th	.15
"	Nyk AF	1.57	...	.....	.15
Vienna, Austria	Nyk P	1.50	.25	M,Th	.15
"	Bw P	1.47	.25	Sa	.15
"	Wa P	1.54	.25	Sa	.15
Wadi Halfa, Ang. Eg. Sud.	NykAF	2.57	..	.....	.25
Wales via Foynes*	Nyk P	(Rates	on	Application)	.15
Zurich, Switzerland	Nyk K	1.37	..	T,Th,Sa,M	.15
"	NykAF	1.36	..	.....	.15

ALASKA ROUTES

Destination		U. S. Gateway & Airline		RATES (See Note) Per Lb.	Per $100 Value	Depart	Per Oz.
Aniak	Alaska	Ste	P	.83	.32	Sa	.05
Anchorage	"	Ste	P	.60	.10	Dly	.05
"	"	SteNW		.60	.10	Dly	.05
"	"	MsNW		1.03	10	Thrice wkly	.05
Bethel	"	Ste	P	.86	.32	Sa	.05
Burwash Landing	"	Ste	P	.55	.32	Dly	.05
Fairbanks	"	Ste	P	.68	.32	Dly	.05
Flat	"	Ste	P	.79	.32	Sa	.05
Galena	"	Ste	P	.77	.32	S,T,Th	.05
Juneau	"	Ste	P	.43	.10	Twice Dly	.05
Ketchikan	"	Ste	P	.33	.10	Thrice Dly	.05
Lake Minchumina	"	Ste	P	.73	.32	Sa	.05
McGrath	"	Ste	P	.76	.32	Sa	.05
Moses Point	"	Ste	P	.85	.32	Su,T,Th	.05
Nome	"	Ste	P	.82	.32	Su,T,Th	.05
Tanacross	"	Ste	P	.62	.32	Dly	.05
Tanana	"	Ste	P	.73	.32	Dly	.05
Whitehorse, Canada		Ste	P	.49	.32	Dly	.05

CANADIAN ROUTES

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per $100 Value	Depart	Mail per Oz.
Calgary, Alb.	Nyk T	1.02	†	Dly	.05
Edmonton, Alb.	Nyk T	1.06	†	Dly	.05
Halifax, N. S.	Nyk T	.31	†	Dly	.05
Lethbridge, Alb.	Nyk T	.84	†	Dly	.05
"	Cub W	.04	†	Dly	.05
London, Ont.	Nyk T	.18	†	Dly	.05
Moncton, N. B.	BbNE	.08	†	Dly	.05
Montreal, Que.	Nyk C	.12	†	Dly	.05
"	Nyk T	.12	†	Dly	.05
"	Jg NE	.04	†	Dly	.05
North Bay, Ont.	Nyk T	.22	†	Dly	.05
Ottawa, Ont.	Nyk T	.16	†	Dly	.05
"	Nyk C	.16	†	Dly	.05
Regina, Sask.	Nyk T	.80	†	Dly	.05
St. John, N. B.	Nyk T	.31	†	Dly	.05
St. Johns, N. F.	Nyk T	.58	†	Dly	.05
Sydney, N. S.	Nyk T	.36	†	Dly	.05
Toronto, Ont.	Nyk A	.12	†	Dly	.05
"	Nyk T	.12	†	Dly	.05
Vancouver, B. C.	Ste U	.04	†	Dly	.05
"	Nyk T	.96	†	Dly	.05
Windsor, Ont.	Nyk A	.20	†	Dly	.05
"	NykU	.96	†	Dly	.05
"	Cg A	.12	†	Dly	.05

CANADIAN ROUTES—*Continued*

Destination	U. S. Gateway & Airline	RATES (See Note) Per Lb.	Per 100 Value	Depart	Mail per Oz.
Windsor (Con'd)	Nyk T	.20	†	Dly	.05
Winnipeg, Man.	GfNW	.04	†	Dly	.05
"	Nyk T	.60	†	Dly	.05

PACIFIC ROUTES

(Mail rate points other than United States territories are figured on ½ ounce basis.)

Destination	U. S. Gateway & Airline		RATES (See Note) Per Lb.	Per 100 Value	Depart	Mail per Oz.
Auckland, N. Z.	Lgs	P	2.14	.43	Sa	.35
"	Sf	P	2.14	.43	Sa	.35
Canton Island	Lgs	P	1.48	.43	Sa	.25
"	Sf	P	1.48	43	Sa	.25
Guam	Lgs	P	2.00	.43	Thrice Wkly	.25
"	Sf	P	2.00	.43	Thrice Wkly	.25
Honolulu, T. H.	Sf	P	.71	.32	Dly	.05
"	Lgs	P	.71	.32	Thrice Wkly	.05
"	Sf	U	.71	.10	Dly	.05
"	Lgs	U	.71	10	Dly	.05
Manila	Lgs	P	2.50	.43	Thrice Wkly	.25
"	Sf	P	2.50	.43	Thrice Wkly	.25
Midway	Lgs	P	1.18	.43	Thrice Wkly	.05
"	Sf	P	1.18	.43	Thrice Wkly	.05
Shanghai, China	Lgs	P	2.60	.25	T	.25
"	Ste	P	2.60	.25	T	.25
Suva	Lgs	P	1.82	.43	F	.25
"	Sf	P	1.82	.43	F	.25
Sydney, Australia	Lgs	P	2.36	.43	Weekly[1]	.25
"	Sf	P	2.36	.43	Weekly[1]	.25
Noumea	Lgs	P	2.02	.43	Sa	.25
"	Sf	P	2.02	.43	Sa	.25
Wake	Lgs	P	1.54	.43	Thrice Wkly	.15
"	Sf	P	1.54	.43	Thrice Wkly	.15

OFF-LINE SERVICE—EUROPE

Destination	Connecting Point and Airline		RATES (See Note) Per Lb.	Min. Charge	Depart	Mail per ½ Oz.
Brussels, Belgium	London	P	.12	.52	.....	.10
Geneva, Switzerland	London	P	.31	1.36	.....	.10
Goteborg, Sweden	London	P	.45	2.00	.....	.10
Paris, France	London	P	.15	.64	.....	.10
Stockholm, Sweden	London	P	.54	2.40	.....	.10
Zurich, Switzerland	London	P	.33	1.44	.....	.10

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